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21

COMMISSION MEETING MINUTES

VOL 15

PART 1 & 2

DATE July 1, 1987 -
JUNE 30, 1988

OREGON DEPARTMENT OF TRANSPORTATION



VOLUME 15

PART 1

COMPLETE

MINUTES OF THE OREGON TRANSPORTATION COMMISSION

COVERING PERIOD

FROM

JULY 1, 1987

TO

DECEMBER 31, 1987

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT
LOCATED AT SALEM, OREGON

MINUTES
OF THE
OREGON TRANSPORTATION COMMISSION MEETING
HELD ON
JULY 21, 1987

On July 20, 1987, at 6:00 p.m., the Transportation Commission, Executive Staff, and local officials from the Cities of Salem and Keizer and Marion and Polk Counties attended a dinner at the Prime Rib Riverside, 103 Pine Street, N.E., Salem. (Notice of the dinner had been made by press release to newspapers of local and general circulation.)

On July 21, 1987, at 8 a.m., the Commission met in the Director's Office, 135 Transportation Building, Salem, for an agenda review. (Notice of the agenda review had been made by press release to newspapers of local and general circulation.)

On July 21, 1987, the Oregon Transportation Commission held its regular monthly meeting in the Conference Room (122) of the Transportation Building in Salem beginning at 9 a.m. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
David F. Bolender, Member
Cynthia J. Ford, Member
Robert N. Bothman, Director of Transportation
George Bell, Assistant Director for Intergovernmental
and Public Affairs Branch
Joe Christian, Assistant Director for Financial
Management Branch
David P. Moomaw, Administrator of Motor Vehicles Division
David Talbot, Administrator of Parks and Recreation
Division
Paul Burket, Administrator of Aeronautics Division
Dennis Moore, Administrator of Public Transit Division
Larry W. Rulien, State Highway Engineer
W. E. Schwartz, Assistant State Highway Engineer,
Operations Branch
Don Adams, Assistant State Highway Engineer, Project
Development Branch
Dale Wilken, Division Administrator, Federal Highway
Administration
Jack Graham, Manager, Administrative Services

Vice Chairman Whitty moved and Commissioner Bolender seconded that the following items on the consent calendar be approved. The motion carried unanimously by the Commission:

- 1) Minutes of the Commission meeting of June 23, 1987.

(Continued on next page.)

- 2) Adopted resolution declaring necessity of certain real property for public purposes and authorizing condemnation. ("Real Property Condemnation Resolution No. 2788" on file in Commission's files, Salem.)
- 3) Reappointed and appointed the following to the Winter Recreation Advisory Committee:
 - a) Reappointed Keith Petrie, Katharine Winterholler, and Regina Gregory, whose terms expired July 1, 1987, for two-year terms.
 - b) Appointed Roger Schmidt for a two-year term beginning July 1, 1987, to June 30, 1989.
- 4) Authorized entering into consultant contracts for field engineering and right-of-way surveying in Regions 1 and 4 at a cost estimated at \$350,000 through 1988. (Authorized State Highway Engineer to execute contracts.)
- 5) Supplemental interagency contract with Oregon State University covering transfer of funds and an extension of time to December 31, 1987, for the field test automatic vehicle identification equipment project. Funding will be increased from \$55,252 to \$67,650; however, the additional \$12,398 will come out of the Highway Division's share of the funding. The overall project cost remains at \$121,908. (Authorized State Highway Engineer to sign supplement.)
- 6) Designated the Rainbow Bay Parking Area on Forest Service Access Road #3704 as a Winter Recreation Parking Location (Sno-Park).
- 7) Authorized increase in project authorization on the following contract:
 - a) Contract No. 10,003, Gladstone Interchange Section, East Portland Freeway, Clackamas County, in the amount of \$19,800 (7% increase).

(Continued on next page.)

- 8) Supplemental interagency contract with Oregon State Museum of Anthropology, University of Oregon, to provide archeological reconnaissance, site-testing, and salvage for the Federal-aid Highway Program. Supplemental contract is in the amount of \$357,400 for additional archeological services in 1987. (Authorized State Highway Engineer to sign contract supplement.)

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission files in Salem.)

Chairman of Commission	Exhibit A
Director of Transportation	Exhibit B
State Highway Engineer	Exhibit C
Assistant State Highway Engineer	Exhibit D
Right of Way Manager	Exhibit E
Parks Administrator	Exhibit F
Aeronautics Administrator	Exhibit G
Chief Counsel	Exhibit H

The Commission unanimously confirmed their next meeting date of August 25, 1987, in Salem at 9 a.m., with a dinner the preceding evening. The meeting in Eugene will be on September 14 and 15, 1987.

Mr. Bothman announced the following appointments:

Gary Potter as Assistant Director of the Administration Branch.

Judith Gregory, Manager of the Personnel Services Section.

Mr. Bothman presented Mr. Talbot with his 25-year service pin and mentioned that Mr. Christian had received his 10-year pin.

Mr. Bell recalled that the 1987 Legislature had passed Senate Bill 355, which directed the Department to conduct a contest for designing the new vehicle registration plate. The law stipulates that the Commission must adopt the winning design by January 30, 1988, and the new license plates must be available for distribution by July 1, 1988. The Commission approved the following time frame:

Late August	Contest rules announced.
September 1	Design entries accepted from the public.
October 31	Contest closes.
November-December	Panel selects five final designs.
January 1988	Winner announced at Commission meeting.

Mr. Bell said it is planned to use a standardized entry form. He asked for the Commission's suggestions for the contest and for the appointment of the seven-member panel to select the finalists.

John Elliott, Highway Division Information Officer, reported that the Division is spending about \$1 million this year picking up litter along the highways. He said the Highway Division will allocate \$20,000 from the Environmental Control Account, which is funded by the sale of custom license plates. The firm of Ogilvy and Mather Public Relations of Portland has been selected to conduct an anti-litter awareness campaign and a personal services contract will be awarded in a few weeks.

Ed Immel, Rail Planner, reported that the City of Portland, acting on its behalf and three other local governmental entities, has requested the Department to appear before the Emergency Board in August to obtain a loan of up to \$230,000. He said the money would be used to fund a number of activities relating to the decision whether or not to purchase the Southern Pacific's Jefferson Street Rail Line between Portland and Lake Oswego for possible future transit purposes. He indicated that the request would be for a nonfederal funds allocation to the Public Transit Division. He requested authority to appear before the Emergency Board to obtain the loan, subject to the following restrictions:

- 1) The terms for repayment, including Executive Department withholdings, would be contained in a six-party agreement between the parties involved.

(Continued on next page.)

- 2) The money loaned to the City would be repaid by June 30, 1988.
- 3) If the City has not repaid the loan by that date, the Executive Department will begin withholding cigarette and/or liquor revenue to the affected jurisdictions on July 1, 1988, at a rate of one-sixth of the loan amount each month through December 1988.

Commissioner Bolender moved for approval and it was seconded by Commissioner Ford. The motion carried unanimously by the Commission for appearing before the Emergency Board with the above restrictions.

Mr. Bell reported that the 1987 legislative session was a triumph for the Governor because generally the bills he requested were eventually passed. He handed the Commission a summary of the ODOT bills and said of the 19 pre-session filed bills, 15 of them were enacted into law. (Copy of summary in Commission's files, Salem.)

Vicki Nakashima, Manager of the Civil Rights Section, explained that House Bill 3364 was passed dealing with the minority and female business enterprise programs. The new law was designed to create opportunities for minority and female-owned businesses. In summary, the bill does the following:

- 1) Creates a new office in the Governor's Office entitled the Advocate for Minority and Women Enterprise to advise the Governor on policy matters and to create opportunities through State Government and other resources for minority businesses.
- 2) Transfers the certification program from the Highway Division to the Executive Department.
- 3) Creates uniform criteria to determine whether or not a contract should be awarded to a prime contractor when they did not meet the minority or female business enterprise goal.

(Continued on next page.)

- 4) Allows the Executive Department to apply civil penalties against minority-owned businesses or prime contractors who fail to meet the intent of the minority business certification program.
- 5) Allows disqualification of subcontractors who fail to meet the intent of the minority business program by not actually performing on a contract.
- 6) The Highway Division may apply the prequalification fee against the fee assessed by Executive Department.

Ms. Nakashima asked the Commission's permission to negotiate the transfer of the position authority and the authority to assess the fees to fund the program. This will transfer existing positions that were created for the minority business program. Commissioner Bolender moved for approval and it was seconded by Vice Chairman Whitty that authorization be granted to negotiate the transfer of the program to the Executive Department. The motion carried unanimously by the Commission.

Chuck Stevens, Transportation Planner, showed the Commission the recently published Highway Compatibility Guideline Study. He said the document was prepared by the Bureau of Governmental Research under contract and the intent of the study was to assist local governments in planning needed street, road, and highway facilities. He mentioned that the guidelines are advisory in nature but the local officials will be urged to use them for the following reasons:

- 1) To better understand and more effectively participate in the Six-Year Highway Improvement Program process;
- 2) To better fit in the NEPA environmental planning process with local planning requirements; and
- 3) To better understand existing land use planning requirements relating to transportation as stated in State law, the statewide land use goals, planning processes, administrative rules, and current court cases.

Mr. Rulien briefly discussed the following legislative bills that passed the 1987 legislature:

- 1) The historic Columbia River Highway program.
- 2) Study of ferry service covering their historic and economic potential and report back to the Emergency Board by July 1, 1988.
- 3) House Bill 2112 increases the gasoline tax. A performance audit is also required.
- 4) Removes the Division's responsibility covering the on-premise sign advertising regulation.

Mr. Rulien recalled that at the last Commission meeting Richard O'Brien from Reddaway Truck Line had appeared requesting the caging of overpasses. He said he has been meeting with Mr. O'Brien, current policies are being examined, and other States are being contacted. He stated that he will be back to the Commission soon with more information as to the screening of existing structures.

Mr. Rulien explained that House Bill 3147 established a new rural Interstate Highway statutory maximum speed of 65 miles per hour. He said the Bill also authorized the Commission to reduce the 65 miles per hour maximum speed for reasons of safety. He presented the following list of locations on Interstate 5 and Interstate 84 that should have reduced speeds. The sections shown include the Portland, Salem, Eugene, and Medford urban area, which by Federal law are required to remain at a 55 MPH maximum speed. Also shown is an existing 50 MPH speed zone that should remain in place due to the nine degree horizontal curve and the accident history:

EXCEPTIONS TO THE 65 MPH RULE:

Highway No. 1 (Interstate 5)	Existing Speeds		Section Length	Recommended Speeds	
	Northbound	Southbound		Northbound	Southbound
From: California-Oregon State Line	M.P. 0.00	55 mph max	11.00 miles	Existing 55	California
To: South Ashland Interchange	M.P. 11.00			"SPEED 65"	"SPEED 55"
From: S Medford Urban Boundary	M.P. 26.09	55 mph max	7.06 miles	"SPEED 55"	"SPEED 65"
To: N Medford Urban Boundary	M.P. 33.95			"SPEED 65"	"SPEED 55"
From: 0.37 mile S of Myrtle Creek Grading	M.P. 167.94	50 mph	0.64 mile	Existing 50	"SPEED 65"
To: 0.27 mile N of Myrtle Creek Grading	M.P. 168.58			"SPEED 65"	Existing 50
From: S Eugene Urban Boundary	M.P. 190.00	55 mph max	7.50 miles	"SPEED 55"	"SPEED 65"
To: N Eugene Urban Boundary	M.P. 197.50			"SPEED 65"	"SPEED 55"
From: S Salem Urban Boundary	M.P. 248.10	55 mph max	12.93 miles	"SPEED 55"	"SPEED 65"
To: N Salem Urban Boundary	M.P. 261.03			"SPEED 65"	"SPEED 55"
From: S Portland Urban Boundary	M.P. 297.39	50 mph & 55 mph max	20.99 miles	"SPEED 55"	"SPEED 65"
To: N Portland Urban Boundary	M.P. 318.38				
Highway No. 2 (Interstate 84)		Eastbound & Westbound	Section Length	Eastbound	Westbound
From: Junction Pacific Highway No. 1	M.P. 0.00	55 mph max		"SPEED 65"	"SPEED 55"
To: E Portland Urban Boundary	M.P. 18.25		18.25 miles		

(Continued on next page.)

Mr. Rulien recommended that a maximum speed of 55 MPH be established on Interstate 5 from M.P. 0.00 to M.P. 11.00 based on the accident data and that the reduced speed established by this action become effective at the same time that House Bill 3147 becomes law. Mr. Rulien also stated that a new sign will be required to properly sign the existing truck and bus speed law. He suggested the wordage on the sign at entrances to Oregon be "Trucks and Non-Commercial Buses - Speed 55". Non-commercial buses are church, school, or worker transport buses. There was considerable discussion concerning the sign wordage and Commissioner Bolender moved that the sign read "Speed 65 - Trucks 55". It was seconded by Commissioner Ford. The motion carried unanimously. Mr. Rulien recommended that authorization be given to initiate the administrative rulemaking process to amend Administrative Rule 734-20-010. This revision is needed to exempt appropriate sections of the rural Interstate Highway System from the old mandatory 55 MPH maximum speed requirement such that the new statutory 65 MPH maximum speed can be posted. Vice Chairman Whitty moved for approval and it was seconded by Commissioner Ford. The motion carried unanimously by the Commission to begin the administrative rule process as recommended by Mr. Rulien.

Mr. Talbot briefly updated the Commission on the Parks Division's legislation as follows:

- 1) The Governor has signed House Bill 3019, which creates a management advisory committee and recreation area for the lower 100 miles of the Deschutes River.
- 2) Renaming of the lower 18 miles of the Deschutes River in honor of former Governor Victor Atiyeh.
- 3) The \$2 surcharge for the non-resident campers has been repealed, effective January 1, 1988.
- 4) The Legislature directed the Division to try to obtain trust funds to support State Parks.
- 5) Historic Columbia River Highway. There will be a citizen group working with the State as to restoring and developing the highway, parks, and other historic facilities.

(Continued on next page.)

- 6) Youth Conservation Corps Program hiring young people to work in the Parks.
- 7) Addition of \$200,000 in the budget for special projects. (See page 7205, May 20, 1987, minutes for list of projects.)

Mr. Talbot requested approval to appear before the Emergency Board to increase the Parks' expenditure limitation of \$401,000 for the 1987-89 biennium to allow use of State Marine Board grants to rehabilitate marine facilities owned and operated by the Parks Division. Vice Chairman Whitty moved for approval and it was seconded by Commissioner Bolender. The motion carried unanimously by the Commission. A summary of the projects follows:

SUMMARY OF PROJECTS		
<u>REGION 1</u>		
Willamette Mission		
Place Riptop	\$ 16,000	
Rooster Rock		
Channel Dredging (1988)	25,000	
Improve Courtesy Dock	20,000	
Meyer		
Boat Ramp Repair	5,000	
Detroit Lake		
Additional Docks	30,000	
Willamette Greenway		
San Salvador - Improve Ramp	10,000	
REGION 1 TOTAL	\$106,000	
<u>REGION 2</u>		
Behalem Bay		
Riptop Ramp	\$ 5,000	
REGION 2 TOTAL	\$ 5,000	
<u>REGION 3</u>		
Jessie M. Honeyman		
Repair Working Ramp	25,000	
Bullards Beach		
Rebuild Ramp	20,000	
REGION 3 TOTAL	\$ 45,000	
<u>REGION 4</u>		
Primaville Reservoir		
Replace Courtesy Docks	20,000	
The Cove Palisades		
Repair Ramp (Crooked River)	20,000	
Finish Dump Station	8,000	
Joseph Stewart		
Extend Courtesy Dock	5,000	
Tom Valle		
Repair Ramp	3,000	
Cady		
Overlay Parking	5,000	
Ochoco		
Vault Toilet	15,000	
Fish Cleaning Building	6,000	
Heritage Landing		
Ramp Repair & Bank Protection	90,000	
REGION 4 TOTAL	\$132,000	
<u>REGION 5</u>		
Farwell Bend		
Piling & Docks	40,000	
Lake Dayview		
Repair Day Use Ramp	4,000	
Replace Docks (Both Areas)	40,000	
Mallows Lake		
Improve Ramp	20,000	
Install Courtesy Docks	10,000	
REGION 5 TOTAL	\$114,000	
STATE TOTAL	\$401,000	

Mr. Talbot reported that the park attendance is the same as last year.

Mr. Moomaw introduced Virlena Crosley, who briefly discussed Senate Bills 636 and 1037 and House Bills 2209, 2417, 2449 and 2835. (See Commission's Files, Salem, for list of bills.)

Mr. Burket briefly described the bills which were passed affecting the Aeronautics Division as follows:

- 1) Pilots are required to notify the agency of any address change within 30 days.
- 2) Owners of public use airports must be notified of any proposed land use actions or zoning actions located within 5,000 or 10,000 feet, depending on the type of airport.
- 3) Requires the Division to participate in all airport or aviation system planning.
- 4) Persons renting aircraft from others must be informed of the extent and type of insurance coverage on the aircraft being rented.
- 5) Changes to the aircraft registration law which affect only those who fail to register by March 1 deadline.

Mr. Moore reported on legislative bills that passed as follows:

- 1) Limits liability on elderly and handicapped volunteer transportation services and prohibits discrimination against persons over the age of 65, such as volunteer drivers. This should increase the availability of insurance for senior and handicapped transportation and lower the cost.
- 2) Allows transit district to use its revenue for roads.
- 3) Allows electors in certain mass transit districts, such as Tri-Met, to petition for withdrawal of affected area from district if no direct service is provided.
- 4) Places Tri-Met District employees under the State collective bargaining law.

Mr. Moore invited the Commission to the Rural Public Transportation Conference to be held on August 30, 31, September 1 and 2 in Ashland.

A delegation from the City of Astoria and Clatsop County appeared concerning the Highway 30 Bypass.

Mayor Edith Henningsgaard of Astoria handed a packet of material to the Commission, which contained letters and resolutions of support from the community. (See material in Commission's files, Salem.) She mentioned that the citizens are unified in their support of the bypass to the south side of Astoria connecting State Highway 202 to US Highway 30. If there is an emergency and with only one street through Astoria, she indicated it can create a serious threat to the safety and health of the citizens. She also mentioned the potential access problems when mud slides occur. If the City is to improve economically, commercially and industrially, she said it is essential that the trucks be removed from the city streets.

Howard B. Johnson, Port of Astoria, said products that use to come by barge are now being transported by truck and the highway is not built for that type of traffic.

Dan Arnoth, Astoria Chamber of Commerce, said there needs to be better access for the businesses. He mentioned that the streets are narrow and that there are no alleys for deliveries.

Deborah Boone, Board of County Commissioners, stated there is a resolution on record in support of the bypass. She mentioned the increased military use at Camp Rilea. She said since the streets cannot be widened, the best way is to divert the industrial traffic outside of the city.

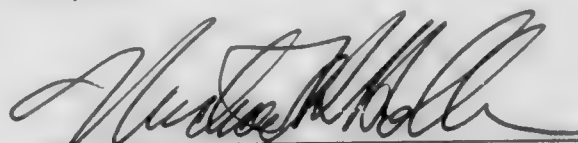
Chairman Hollern replied that Region Engineer Bill Anhorn will be meeting with the local officials soon to discuss the results of the feasibility study for the bypass, which was authorized in the Six-Year Program.

Tom Walsh, Chairman of an ad hoc "Friends of Bob Straub" Committee, which was appointed by Governor Goldschmidt, discussed the renaming of a state park in honor of the former Governor and long-time conservationist. He said that the Governor proposes that the Nestucca Spit State Park, at Pacific City in southern Tillamook County, be renamed the Bob Straub State Park. The Nestucca Spit would keep its geographic name. He asked that this matter be referred to the Parks and Recreation Advisory Committee for a recommendation. Commissioner Ford moved for referral to the Committee and it was seconded by Commissioner Bolender. The motion carried unanimously by the Commission. (Written documentation from Governor Goldschmidt in Commission's files, Salem.)

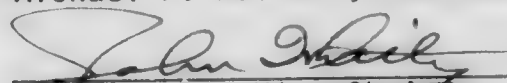
There being no further business to consider, Chairman Hollern adjourned the formal meeting at 10:35 a.m.

The Commission had lunch with Mid-Willamette Valley local officials at the Park Plaza Restaurant, 325 High Street, S.E., Salem. The Commission then toured the following projects in the Salem area.

- 1) Riverfront
- 2) Kuebler Interchange
- 3) Hawthorne-Mission Street Interchange
- 4) Mission-12th Street Overpass

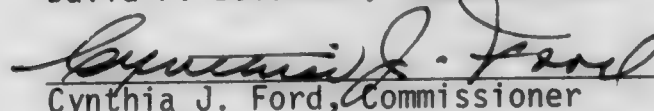


Michael P. Hollern, Chairman



John Whitty, Vice Chairman

David F. Bolender, Commissioner



Cynthia J. Ford, Commissioner


Commission Services

EXHIBIT A
MINUTES OF 7-21-87

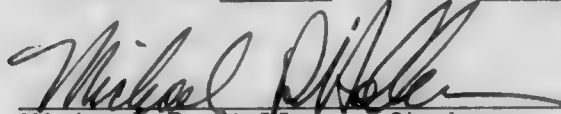
TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved all actions listed below and report this action for your official records:

- 1) On June 9, 1987, rejected all bids on the following two projects on which bids were received May 28, 1987:
 - a) South Ashland Interchange-California State Line Section of Pacific Highway in Jackson County.
 - b) Baker Rock Production Project on the Baker-Copperfield Highway in Baker County.
- 2) On June 11, 1987, approved a personal service contract with Bruce West for fixed art work at the new Materials Testing Laboratory in Salem at a cost of \$11,250. (Authorized State Highway Engineer to sign contract.)

Dated this 24TH day of June, 1987


Michael P. Hollern, Chairman
Oregon Transportation Commission

6-17-87

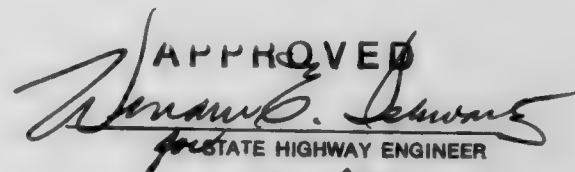
APPROVED

STATE HIGHWAY ENGINEER
Date 6/17/87

EXHIBIT A
MINUTES OF 7-21-87

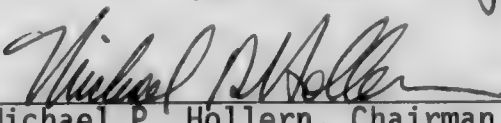
TO: Oregon Transportation Commission

SUBJECT: Report of Action Taken Under Delegated Authority

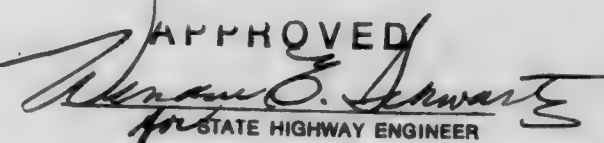
By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

Personal service contract with SOLV, Inc.
(Stop Oregon Litter and Vandalism) for
the State to continue participation in
the financial support of the statewide
SOLV anti-litter and vandalism program
beginning July 1, 1987*, through June 30,
1988, at a cost not to exceed \$20,000.
(Authorize State Highway Engineer to
sign contract.)

Dated this 24th day of June, 1987


Michael P. Hollern, Chairman
Oregon Transportation Commission

6-17-87


APPROVED
for STATE HIGHWAY ENGINEER
Date 6/17/87

* Date changed to July 15, 1987.

EXHIBIT A
MINUTES OF 7-21-87

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project NE Wasco Street-SE Division Street
Type of Work AC Hot Recycle Overlay F.A. Proj. No. (Contract No. 10,455)
County Multnomah Highway Cascade Highway North
No. of Bidders 1 Low Bidder Taisei Rotec, Inc., Woodinville, WA
Low Bid \$ 294,722.50
Engineer's Recommendation: Award to low bidder.
Awarded on June 29, 1987.

No. 2 Project North Fork Burnt River (M.P. 1.69) Bridge Section
Type of Work Grading, Base & Structure F.A. Proj. No. (Contract No. 10,456)
County Baker Highway North Fork Burnt River Road (County Road)
No. of Bidders 6 Low Bidder R & R K Wasco Inc., The Dalles
Low Bid \$ 117,234.00
Engineer's Recommendation: Award to low bidder subject to the concurrence of Baker
County and receipt of deposit by Baker County.

No. 3 Project Squaw Creek and Dixon Creek (Corvallis) Bridges
Type of Work Grading, Paving & Structures F.A. Proj. No. (Contract No. 10,457)
County Benton Highway S.W. Brooklane Drive & NW Elmwood Avenue
No. of Bidders 6 Low Bidder Berning Construction Company, Wilsonville
Low Bid \$ 297,000.00
Engineer's Recommendation: Award to low bidder subject to concurrence of the City
of Corvallis and FHWA and receipt of deposit
by City of Corvallis.

MICHAEL P. HOLLERN

6-17-87

EXHIBIT A
MINUTES OF 7-21-87

No. 4 Project Traffic Loop Repair Project (Unit 1)
Type of Work Traffic Loop Repair F.A. Proj. No. (Contract No. 10,458)
County Clackamas & Multnomah Highway Various Highways
No. of Bidders 4 Low Bidder Heil Electric Company, Portland
Low Bid \$ 155,778.90
Engineer's Recommendation: Award to low bidder.
Awarded on June 29, 1987.

No. 5 Project Coos Bay-North Bend Paving Project
Type of Work Paving Overlay F.A. Proj. No. (Contract No. 10,459)
County Coos Highway Various Highways
No. of Bidders 2 Low Bidder Bracelin-Yeager Trucking & Excavating, Coos Bay
Low Bid \$ 296,734.00
Engineer's Recommendation: Award to low bidder.
Awarded on June 29, 1987.

No. 6 Project Hunter Creek Road and North Bank Chetco River Road Section
Type of Work Grading, Paving & Guardrail F.A. Proj. No. (Contract No. 10,460)
County Curry Highway County Roads #635 and #784
No. of Bidders 2 Low Bidder Bracelin-Yeager Trucking & Excavating, Coos Bay
Low Bid \$ 463,704.50
Engineer's Recommendation: Award to low DBE/WBE bidder subject to concurrence of
Curry County and receipt of deposit by Curry County.
2nd Bidder: Tidewater Contractors, Inc., Brookings \$ 520,865.00

BY CHAIRMAN
MICHAEL P. HOLLERN
6-17-87

EXHIBIT A
MINUTES OF 7-21-87

No. 7 Project M.P. 21-Jim Egan Road Section (Contract No. 10,461)
Type of Work Grading & Paving F.A. Proj. No. State
County Deschutes Highway Century Drive
No. of Bidders 4 Low Bidder Bend Aggregate & Paving Co., Bend
Low Bid \$ 40,443.50
Engineer's Recommendation: Award to low bidder.
Awarded on June 29, 1987.

No. 8 Project Murphy Road-Lava Butte (South Unit) Section
Type of Work Grading, Paving, & Signing F.A. Proj. No. State
County Deschutes Highway The Dalles-California
No. of Bidders 3 Low Bidder R. L. Coats, Bend
ALT "C"
Low Bid \$ 3,320,416.00

Engineer's Recommendation: Bids rejected on June 23, 1987.

2nd Bidder:	R. L. Coats, Bend	Alt "B"	\$3,424,416.00
3rd Bidder:	Tri-State Construction, Inc., Bellevue, WA	Alt "B"	\$3,826,706.20

No. 9 Project Seneca Rock Production Project (Contract No. 10,463)
Type of Work Rock Production F.A. Proj. No. State
County Grant Highway John Day-Burns
No. of Bidders 4 Low Bidder Harney Rock and Paving Company, Burns
Low Bid \$ 165,900.00

Engineer's Recommendation: Award to low bidder.
Awarded on June 29, 1987.

BY CHAIRMAN
MICHAEL P. HOLLERN

6-17-87 & 6-23-87 (Job #8)

EXHIBIT A
MINUTES OF 7-21-87

No. 10 Project 4th Street-10th Street (Central Point)
Type of Work Paving and Sewer F.A. Proj. No. (Contract No. 10,464)
County Jackson Highway Pine Street (City Street)
No. of Bidders 3 Low Bidder M. C. Lininger & Sons, Inc., Medford
Low Bid \$ 143,916.00

Engineer's Recommendation: Award to low DBE/WBE bidder subject to the concurrence of City of Central Point and FHWA and receipt of deposit by City of Central Point.

2nd Bidder: Tru-Mix Construction Company, Medford \$154,737.50
3rd Bidder: Visar Construction Co., Inc.,
& Stan Sesar Construction Co., AJV, Ashland \$156,674.99

No. 11 Project Lower Salt Creek-Upper Salt Creek
Type of Work Paving Overlay F.A. Proj. No. (Contract No. 10,465)
County Lane Highway Willamette
No. of Bidders 6 Low Bidder Wildish Corvallis Construction, Eugene
Low Bid \$ 370,592.50

Engineer's Recommendation: Award to low bidder.
Awarded on June 29, 1987.

No. 12 Project NW 31st Place-NW 25th Street (Lincoln City)
Type of Work Grading and Paving F.A. Proj. No. (Contract No. 10,466)
County Lincoln Highway NW Jetty Avenue (City Street)
No. of Bidders 1 Low Bidder Oceanlake Paving Co., Lincoln City
Low Bid \$ 115,597.75

Engineer's Recommendation: Award to low bidder subject to the concurrence of the City of Lincoln City and FHWA and receipt of deposit by the City of Lincoln City.

BY CITATION
DAEL P. HOLLERN
6-17-87

EXHIBIT A
MINUTES OF 7-21-87

No. 13 Project SE Foster Road-SE McKinley Road (Portland)
Type of Work Grading, Paving & Signing F.A. Proj. No. (Contract No, 10,467)
HES-9785(2)
County Multnomah Highway FAU 9785 (SE Jenne Road)
No. of Bidders 6 Low Bidder Dan Obrist Trucking and Excavating, Portland
Low Bid \$ 75,801.04

Engineer's Recommendation: Award to low bidder subject to the concurrence of the City of Portland and FHWA and receipt of deposit by City of Portland.

No. 14 Project Adams-Athena
Type of Work Grading, Paving, Structures & Signing F.A. Proj. No. (Contract No, 10,423)
F-HES-19(11)
County Umatilla Highway Oregon-Washington
No. of Bidders 11 Low Bidder Seubert Excavators, Inc., Cottonwood, ID
Low Bid \$ 2,665,085.45

Engineer's Recommendation: Award to low DBE/WBE bidder subject to the concurrence of FHWA.

2nd Bidder:	Poe Asphalt Paving, Inc., Lewiston, ID	\$2,978,392.65
3rd Bidder:	Fabricators, Incorporated, Salem	\$2,987,524.00

No. 15 Project Meacham Rock Production
Type of Work Rock Production F.A. Proj. No. (Contract No. 10,468)
State
County Umatilla Highway Old Oregon Trail
No. of Bidders 5 Low Bidder Morse Bros., Inc., Lebanon
Low Bid \$ 232,500.00

Engineer's Recommendation: Award to Low bidder.
Awarded on June 29, 1987.

BY CHAIRMAN
DAEL P. HOLLERN

6-17-87

EXHIBIT A
MINUTES OF 7-21-87

No. 16 Project Stage Gulch Drain Ditch (Stanfield) Bridge
Type of Work Grading, Paving & Structure F.A. Proj. No. (Contract No. 10,469)
BROS-3000(12)

County Umatilla Highway Dunne Street (City Street)
No. of Bidders 5 Low Bidder Douglas S. Coats, Inc., Bend
Low Bid \$ 98,050.00

Engineer's Recommendation: Award to low bidder subject to the concurrence of the
City of Stanfield and receipt of deposit by City
of Stanfield.

No. 17 Project U.P.R.R. O'Xing-Fifteenmile Creek
Type of Work Concrete Joint Repair F.A. Proj. No. (Contract No. 10,470)
IR-84-3(8)084

County Wasco Highway Columbia River
No. of Bidders 5 Low Bidder Gilbert Pacific Corp., Camas, WA
Low Bid \$ 231,884.00

Engineer's Recommendation: Award to low bidder subject to the concurrence of FHWA.

No. 18 Project Trout Creek-Enterprise
Type of Work Grading, Paving & Structures F.A. Proj. No. (Contract No. 10,471)
State

County Walla Walla Highway Walla Walla Lake
No. of Bidders 7 Low Bidder Steelman-Duff, Inc., Clarkston, WA
Low Bid \$ 2,247,609.28

Engineer's Recommendation: Award to Low DBE/WBE bidder.
Awarded on June 29, 1987.

2nd Bidder: Weaver Construction Co., LaGrande \$2,628,449.10
3rd Bidder: Fabricators, Incorporated, Salem \$2,708,457.70

BY CHAIRMAN
MICHAEL P. HOLLERN

6-17-87

EXHIBIT A
MINUTES OF 7-21-87

No. 19 Project Rocky Butte-NE Multnomah Street, Unit 2
Type of Work Grading, Paving & Illumination F.A. Proj. No. (Contract No. 10,451)
IR-205-7(120)309
County Multnomah Highway East Portland Freeway
No. of Bidders 10 Low Bidder Mocon Corporation, Salem
Low Bid \$ 373,476.00
Engineer's Recommendation: Award to low DBE/WBE bidder subject to the concurrence of the FHWA.
2nd Bidder: Elte, Inc., Boring \$476,711.00
3rd Bidder: Douglas S. Coats, Inc., Bend \$481,695.00

On June 17, 1987, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on June 11, 1987, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 6, 10, 14, 18 and 19 if the low bidder fails to meet the requirements for the disadvantaged-woman business enterprises, award will be made to the next lowest responsive bidder pending DBE/WBE review and cost justification. On June 23, 1987, I rejected the bids on Job 8.

Dated this 8 day of July 1987


Michael P. Hollern, Chairman
OREGON TRANSPORTATION COMMISSION

EXHIBIT A
MINUTES OF 7-21-87

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Action Taken Under
Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the action listed below and report this action for your official records:

On June 24, 1987, approved an agreement with Clackamas County for the Glen Echo Avenue-Gladstone C.L. (Bikeway) Project on River Road, at a cost not to exceed \$28,000. (Authorized State Highway Engineer to sign contract.)

Dated this 8 day of July, 1987


Michael P. Hollern, Chairman
Oregon Transportation Commission

6-30-87

EXHIBIT A
MINUTES OF 7-21-87

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project Farewell Bend P.O.E. Truck Inspection Station Section
(Contract No. 10,472)
Type of Work Gr., Pav., Signing, Illum., and Bldg. F.A. Proj. No. IR-84-B(37)354
County Malheur Highway Old Oregon Trail
No. of Bidders 3 Low Bidder Michael A. Becker, Gen. Contractor, Inc., Union
Low Bid \$ 546,873.00

Engineer's Recommendation: Award to low DBE/WBE responsive bidder subject to concurrence of the FHWA.

2nd Bidder: Weaver Construction Co., La Grande \$ 617,185.00
3rd Bidder: Mc Cormack Construction, Pendleton \$ 633,411.41

No. 2 Project Oregon Coast Highway-Neawanna Creek (Seaside) Section
(Contract No. 10,473)
Type of Work Grading and Paving F.A. Proj. No. M-7451(2)
County Clatsop Highway Broadway
No. of Bidders 2 Low Bidder Mocon Corporation, Salem
Low Bid \$ 149,888.50

Engineer's Recommendation: Award to low bidder subject to concurrence of the City of Seaside and the FHWA, and receipt of deposit by the City.

No. 3 Project Pass Creek (Drain) Bridge Section
(Contract No. 10,474)
Type of Work Gr., Pav., and Struc. F.A. Proj. No. BR05-1003(2)
County Douglas Highway South First Street
No. of Bidders 8 Low Bidder Douglas S. Coats Inc., Bend
Low Bid \$ 153,999.00

Engineer's Recommendation: Award to low DBE/WBE responsive bidder subject to concurrence of the City of Drain and the FHWA, and receipt of deposit by the City.

2nd Bidder: Ausland Construction, Inc., Grants Pass \$ 166,045.10
3rd Bidder: Stach Construction Co., Grants Pass \$ 176,887.00

BY MICHAEL P. HOLLERN

6-29-87

EXHIBIT A
MINUTES OF 7-21-87

No. 4 Project Willow Creek (Rhea Road) Bridge Section
(Contract No. 10,475)
Type of Work Gr., Base, & Struc. F.A. Proj. No. RS-B452(3)
County Gilliam Highway Rhea Road
No. of Bidders 5 Low Bidder Douglas S. Coats Inc., Bend
Low Bid \$ 152,235.00

Engineer's Recommendation: Award to low bidder subject to concurrence of Gilliam County and receipt of deposit by the County.

No. 5 Project M.P. 0.9-M.P. 2.3 Section
(Contract No. 10,476)
Type of Work Grading & Culverts F.A. Proj. No. RS-B325(2)
County Lake Highway Adel-Ft. Bidwell Road (County Road)
No. of Bidders 7 Low Bidder Fabricators, Incorporated, Salem
Low Bid \$ 319,312.50

Engineer's Recommendation: Award to low bidder subject to concurrence of Lake County and receipt of deposit by the County.

No. 6 Project Highway Materials Laboratory Building Access
(Contract No. 10,477)
Type of Work Gr., Pav., Lndsc., & Water System F.A. Proj. No. State
County Marion Highway North Santiam Highway
No. of Bidders 3 Low Bidder D & D Paving Co., Salem
Low Bid \$ 226,925.55

Engineer's Recommendation: Award to low DBE/WBE responsive bidder.

2nd Bidder:	Mocon Corporation, Salem	\$ 230,969.00
3rd Bidder:	River Bend Sand & Gravel Co. dba Salem Road & Driveway, Salem	\$ 262,118.24

BY CHAIRMAN
MICHAEL P. HOLLERN

6-29-87

EXHIBIT A
MINUTES OF 7-21-87

No. 7 Project Birch Creek Bridge Section (Contract No. 10,478)
Type of Work Gr., Pav., & Culvert F.A. Proj. No. BRF-88-2(14)
County Wheeler Highway Ochoco Highway
No. of Bidders 6 Low Bidder E.M.W. Construction Co., Bend
Low Bid \$ 116,868.84
Engineer's Recommendation: Award to low bidder.

On June 29, 1987, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on June 25, 1987, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 1, 3 and 6 if the low bidder fails to meet the requirements for the disadvantaged-woman business enterprises, award will be made to the next lowest responsive bidder pending DBE/WBE review and cost justification.

Dated this 8 day of July, 1987

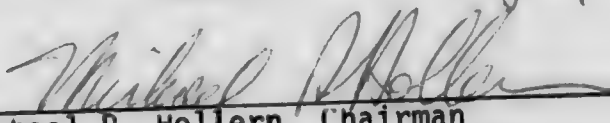

Michael P. Hollern, Chairman
OREGON TRANSPORTATION COMMISSION

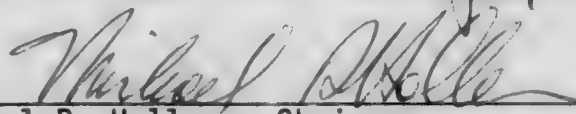
EXHIBIT A
MINUTES OF 7-21-87

TO: Oregon Transportation Commission
SUBJECT: Report of Action Taken Under Delegated
Authority

By your duly adopted delegated order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

- 1) Agreement with Klamath County to fund a parking lot and All-Terrain Vehicle (ATV) staging area in the Bill Scholtes Sportsman Park at a cost of \$15,500 beginning May 1, 1987, through July 1, 1988. (Authorize State Highway Engineer to sign agreement.)

Dated this 8 day of July, 1987


Michael P. Hollern, Chairman
Oregon Transportation Commission

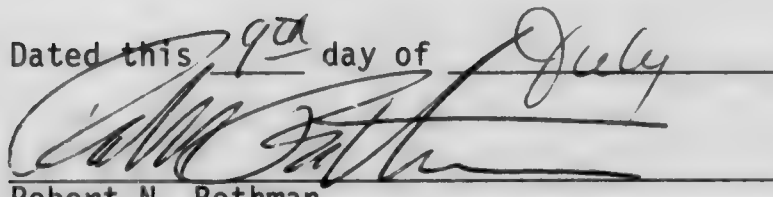
6-26-87

EXHIBIT B
MINUTES OF 7-21-87

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved all the actions listed below and report this action for your official records:

- 1) On June 2, 1987, signed an amendment to a personal service contract with Rick Gustafson for services as a mediator between the City of Portland and the Department of Transportation in resolving issues of responsibility for streets and roads within the boundaries of the City. Amendment extends completion date from June 15, 1987, to August 1, 1987.
- 2) On June 10, 1987, approved an amendment to a personal service contract with Barbara Bledsoe to conduct a one-day "Time Management" course. Amendment reschedules the course from June 9, 1987, to September 22, 1987.

Dated this 9th day of July, 1987

Robert N. Bothman
Director of Transportation

7-7-87

EXHIBIT C
MINUTES OF 7-21-87

QUARTERLY REPORT OF PROPERTY DAMAGE CLAIMS
MADE AND COLLECTED BY STATE HIGHWAY DIV. LEGAL SECTION

Period From 4-1-87 Thru 6-30-87

	No.	Amount
Claims Pending at Beginning of Period	<u>203</u>	<u>\$369,849.38</u>
Claims Pending at End of Period	<u>148</u>	<u>\$285,245.72</u>

Money Collected During Period

Installment Payments	<u>128</u>	<u>\$ 13,616.63</u>
Compromise Payments	<u>4</u>	<u>\$ 33,165.08</u>
Payments in Full	<u>136</u>	<u>\$210,374.28</u>
TOTAL		<u>\$257,155.99</u>

Claims Abandoned During Period	<u>-0-</u>	<u>\$ -0-</u>
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Damage Cases (Actions Filed)	<u>83</u>	<u>\$207,913.83</u>
Uncollected Judgments	* <u>-0-</u>	<u>\$ -0-</u>

*Referred to Department of Revenue for collection.

EXHIBIT C
MINUTES OF 7-21-87

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I took the following actions and report this for your official records:

- 1) On May 19, 1987, approved an extension agreement with the Looking Glass Youth and Family Services, Inc. for the Summer Youth Employment Program for calendar year 1987. Agreement provides for youths from Eugene-Springfield area to assist with various duties, supervised by Maintenance District 5 with existing employees. This project is 100% federally funded.
- 2) On May 28, 1987, approved an agreement with Lincoln County for control of noxious weeds on certain State properties beginning March 1, 1987, and terminating February 28, 1988.
- 3) On May 28, 1987, approved an agreement with Union County for control of noxious weeds on certain State properties beginning August 1, 1987, and terminating November 1, 1987.
- 4) On June 1, 1987, signed a personal service contract with Rankin, VavRosky, Doherty, MacColl and Mersereau for the services of a bond counsel at a cost not to exceed \$22,500 beginning June 8, 1987, through June 30, 1989.

On June 3, 1987, signed a personal service contract with Seattle Northwest Securities Corporation for a financial advisor at a cost not to exceed \$28,000 beginning June 8, 1987, through June 30, 1989.

(Above two contracts were necessary for a bond sale sometime between July 1, 1987, and October 1, 1987, to continue the implementation of the \$200 million Modernization Program. Approved by Transportation Commission on May 20, 1987.)

EXHIBIT C
MINUTES OF 7-21-87

- 5) On June 8, 1987, approved an agreement with the California Department of Transportation covering the inspection and testing of highway materials at locations in the State of Oregon for the California Transportation Laboratory. California will reimburse Oregon at current costs for any tests requested. Total amount of contract not to exceed \$5,000.
- 6) On June 9, 1987, approved using State Funds for additional costs on the Lincoln City Pavement Marking Project (Contract No. 9548) relieving Lincoln City of the responsibility for the \$11,078.08 outstanding.
- 7) On June 9, 1987, approved a worksite contract with the Employment Division to have Youth Conservation Corps participants work on Interstate 84 and Interchanges from Arlington to Hood River in The Dalles area beginning June 15, 1987, through July 24, 1987.
- 8) On June 9, 1987, approved a supplement to an agreement with Cooper Consultants, Inc. for engineering services on the O'Neil Junction-NCL Redmond Section of The Dalles-California Highway in Deschutes County. Supplement amends agreement to include additional right-of-way work and increases the fixed price \$11,840 to a new total of \$158,075. (Original agreement approved by Transportation Commission on July 31, 1984.)
- 9) On June 11, 1987, approved a lease agreement with Port of The Dalles in Wasco County for motor vehicle parking and landscaping purposes beginning June 11, 1987, through June 10, 1988.
- 10) On June 17, 1987, approved an agreement with the Department of State Police to use space for a storage container in the new Highway Division maintenance yard at Warrenton. Agreement is for a five-year period and is renewable. (Approved by W. E. Schwartz for State Highway Engineer.)


EXHIBIT C

MINUTES OF 7-21-87

- 11) On June 18, 1987, approved an amendment to a personal service contract with Gossard-Pyron Associates to conduct Phase II team building program for District Maintenance Supervisors and Highway Maintenance Supervisors in Region 3. Amendment increases the cost in the amount of \$1,600 for a new total of \$7,300 and extends the completion time from July 1, 1987, to September 30, 1987. (Signed by W. E. Schwartz for State Highway Engineer.)
- 12) On June 22, 1987, approved an agreement with Douglas County to fund an All-Terrain Vehicle storage building on County property at a cost of \$4,800 beginning June 1, 1987, through June 1, 1988.
- 13) On June 25, 1987, approved an Intergovernmental Service Agreement with Oregon State University to provide facilities, equipment, and personnel in connection with the workshop "Site Impact Traffic Evaluation" on June 22, 1987, and terminating on July 31, 1987, at a cost of \$875.
- 14) On June 26, 1987, signed a supplement to an agreement with Lundgren Larson Associates that provides architectural services for the design of a new Region V office building in La Grande. Supplement adds work items and \$5,878 to a total project cost. (Approved by Transportation Commission on May 21, 1985.)
- 15) On June 29, 1987, signed an agreement with W.A.C. Corp. for aerial photography and related services for highway programs at a cost not to exceed \$156,457.50 beginning July 1, 1987, through June 30, 1989. (Approved by Transportation Commission on April 14, 1987, and June 23, 1987.)
- 16) On June 29, 1987, signed a supplemental agreement with Howard Needles Tammen & Bergendoff for preliminary design on the Alsea Bay Bridge in Lincoln County. Supplement adds extra work and increases cost \$116,072 to a new total of \$2,665,998. (Approved by Transportation Commission on July 31, 1984.)

EXHIBIT C
MINUTES OF 7-21-87

- 17) On June 30, 1987, approved an agreement with Steamboat Inn, Inc. to supply treated domestic water from a water treatment facility operated by the Highway Division, District 6, Douglas County. Agreement shall be in effect for one year beginning June 30, 1987.



Larry W. Rulien, State Highway Engineer

Dated this 9 day of July, 1987

7-7-87

EXHIBIT C
MINUTES OF 7-21-87

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

- 1) Work on the Adams-Athena Section of the Oregon-Washington Highway in Umatilla County. Bids received June 11, 1987. Contract No. 10,423 awarded on June 19, 1987, to Seubert Excavators, Inc., Cottonwood, ID, at \$2,665,085.45.
- 2) Work on Oatfield Road at Jennings Avenue Section in Clackamas County. Bids received May 14, 1987. Contract No. 10,428 awarded on June 15, 1987, to Mocon Corporation, Salem, at \$315,308.50.
- 3) Work on the Mohawk Road Interchange Section of the Eugene-Springfield Highway in Lane County. Bids received May 14, 1987. Contract No. 10,434 awarded on June 11, 1987, to L. R. Brabham, Inc., Springfield, at \$449,890.00.
- 4) Work on Sunnyside Road-Lawnfield Road (Unit 1) Section of East Portland Freeway in Clackamas County. Bids received May 28, 1987. Contract No. 10,442 awarded on June 5, 1987, to West Coast Structures, Clackamas, at \$372,099.00.
- 5) Work on the Beaver Creek Bridges Section of Beaver Creek Road in Crook County. Bids received May 28, 1987. Contract No. 10,443 awarded on June 3, 1987, to E.M.W. Construction Co., Bend, at \$171,840.50 (Alternate 2).
- 6) Work on the Gap Ranch-Riley Section of the Central Oregon Highway in Harney County. Bids received May 28, 1987. Contract No. 10,445 awarded on June 5, 1987, to J. C. Compton Contractor, Inc., McMinnville, at \$1,486,254.00.

EXHIBIT C
MINUTES OF 7-21-87

- 7) Work on the Sutton Lake-Florence Section of the Oregon Coast Highway in Lane County. Bids received May 28, 1987. Contract No. 10,446 awarded on June 5, 1987, to LT Contractors, Inc., Portland, at \$5,768,073.00.
- 8) Work on the Santiam Highway-Geary Street (Albany) Section of the Albany-Junction City Highway in Linn County. Bids received May 28, 1987. Contract No. 10,447 awarded on June 22, 1987, to Benton Electric, Inc., Albany, at \$230,017.50.
- 9) Work on the N.E. Union Avenue-N.E. 87th Avenue (Portland) Section of the Columbia River Highway in Multnomah County. Bids received May 28, 1987. Contract No. 10,450 awarded on June 12, 1987, to Mocon Corporation, Salem, at \$1,136,467.00.
- 10) Work on Rocky Butte-NE Multnomah Street, Unit 2, Section of the East Portland Freeway in Multnomah County. Bids received on June 11, 1987. Contract No. 10,451 awarded on June 19, 1987, to Mocon Corporation, Salem, at \$373,476.00.
- 11) Work on the S.P.T.C.-Pine Avenue (Tillamook) Section of Third Street in Tillamook County. Bids received May 28, 1987. Contract No. 10,452 awarded on June 4, 1987, to LT Contractors, Inc., Portland, at \$295,172.00.
- 12) Work on the Pacific Avenue-23rd Avenue (Forest Grove) Section of "E" Street in Washington County. Bids received May 28, 1987. Contract No. 10,453 awarded on June 5, 1987, to C. G. Gredvig, Inc., Portland, at \$526,088.50.
- 13) Work on the North Fork Burnt River (M.P. 1.69) Bridge Section of North Fork Burnt River Road in Baker County. Bids received June 11, 1987. Contract No. 10,456 awarded on June 18, 1987, to R & R K Wasco, Inc., The Dalles, at \$117,234.00.


EXHIBIT C

MINUTES OF 7-21-87

- 14) Work on the Squaw Creek and Dixon Creek (Corvallis) Bridges Section of S. W. Brooklane Drive and N.W. Elmwood Avenue in Benton County. Bids received June 11, 1987. Contract No. 10,457 awarded on June 22, 1987, to Berning Construction Co., Wilsonville, at \$297,000.00.
- 15) Work on the Hunter Creek Road and North Bank Chetco River Road Section of County Roads #635 and #784 in Curry County. Bids received June 11, 1987. Contract No. 10,460 awarded on June 18, 1987, to Bracelin-Yeager Excavating and Trucking, Inc., Coos Bay, at \$463,704.50.
- 16) Work on the 4th Street-10th Street (Central Point) Section of Pine Street in Jackson County. Bids received June 11, 1987. Contract No. 10,464 awarded on June 19, 1987, awarded to M. C. Lininger & Sons., Inc., Medford, at \$143,916.00.
- 17) Work on the N.W. 31st Place-N.W. 25th Street (Lincoln City) Section of N.W. Jetty Avenue in Lincoln County. Bids received June 11, 1987. Contract No. 10,466 awarded on July 7, 1987, to Oceanlake Paving Co., Lincoln City, at \$115,597.75.
- 18) Work on the SE Foster Road-SE McKinley Road (Portland) Section of FAU 9785 in Multnomah County. Bids received June 11, 1987. Contract No. 10,467 awarded on July 2, 1987, to Dan Obrist Trucking and Excavating, Portland, at \$75,801.04.
- 19) Work on the Stage Gulch Drain Ditch (Stanfield) Bridge Section of Dunne Street in Umatilla County. Bids received on June 11, 1987. Contract No. 10,469 awarded on June 18, 1987, to Douglas S. Coats, Inc., Bend, at \$98,050.00.
- 20) Work on U.P.R.R. O'Xing-Fifteenmile Creek Section of the Columbia River Highway in Wasco County. Bids received June 11, 1987. Contract No. 10,470 awarded on June 19, 1987, to Gilbert Pacific Corp., Camas, WA, at \$231,884.00.

EXHIBIT CMINUTES OF 7-21-87

- 21) Work on the Trout Creek-Enterprise Section of the Wallowa Lake Highway in Wallowa County. Bids received June 11, 1987. Contract No. 10,471 awarded on June 29, 1987, to Steelman-Duff, Inc., A Corporation of Washington, Clarkston, WA, at \$2,247,609.28.
- 22) Work on the Farewell Bend Port of Entry Truck Inspection Station Section of the Old Oregon Trail in Malheur County. Bids received June 25, 1987. Contract No. 10,472 awarded on July 1, 1987, to Michael A. Becker, General Contractor, Inc., Union, at \$546,873.00.
- 23) Work on the Oregon Coast Highway-Neawanna Creek (Seaside) Section of Broadway Street in Clatsop County. Bids received June 25, 1987. Contract No. 10,473 awarded on July 1, 1987, to Mocon Corporation, Salem, at \$149,888.50.
- 24) Work on the Highway Materials Lab. Building Access Section of the North Santiam Highway in Marion County. Bids received June 25, 1987. Contract No. 10,477 awarded on June 30, 1987, to D & D Paving Co., Salem, at \$226,925.55.


Larry W. Rulien, State Highway Engineer

Dated this 9 day of July, 1987

7-7-87

EXHIBIT D
MINUTES OF 7-21-87

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

<u>Contractor and Contract No.</u>	<u>Section and County</u>	<u>Acceptance Date</u>
Johnson Rock Products Contract No. 10206	Umpqua Highway at Hayhurst Road Douglas County	6-10-87
Copenhagen Utilities Contract No. 9745	NW 29th Ave.-NW 24th Ave. (Portland) Multnomah County	6-22-87
Mid-Continent Industrial Services Contract No. 10023	Tenth Ave.-First Ave. (Junction City) Lane County	6-23-87
Acme Concrete Company Contract No. 9872	Tower Road Interchange- Stanfield Interchange Morrow and Umatilla Ctys.	6-23-87
Wildish Corvallis Const. Contract No. 9851	Bertelsen Rd.-Maple St. Lane County	6-23-87
R. L. Coats Contract No. 10078	Fremont Highway Bridges Lake County	6-23-87
A & R Const., Inc. dba Laco Construction Contract No. 10088	Powder River (Miles) Br. Baker County	6-24-87
Donald W. Thompson Contract No. 10095	Tumalt, Tanner, Gorton, Harphon & Viento Cr. Structure Restoration Multnomah & Hood River Ctys.	6-24-87
Cascade Construction Co. Contract No. 10112	Sandy River-Corbett Intch. Multnomah County	6-24-87
Holst Const. Co. Contract No. 10159	Porter Creek Bridge Douglas County	6-25-87
Kiewit Pacific Co. Contract No. 10160	Eagle Creek-Salt Creek Lane County	6-25-87

EXHIBIT D
MINUTES OF 7-21-87

Report of Action Under Delegated Authority by
Assistant State Highway Engineer
Page 2

<u>Contractor and Contract No.</u>	<u>Section and County</u>	<u>Acceptance Date</u>
K-2 Construction Contract No. 10193	Umatilla River (Johnson Street) Bridge Umatilla County	6-25-87
Linneo Electric Contract No. 10197	First Ave. at Washington Street (Stayton) Marion County	6-25-87
2-G Construction Contract No. 10221	Amazon Parkway at 29th Avenue (Eugene) Lane County	6-25-87
Comeco Construction dba Salem Rd. and Driveway Contract No. 10247	East Stayton Intch.-Mehama Marion County	6-25-87
Hampton's Inc. dba Roger's Asphalt Paving Co. Contract No. 10307	Union County Paving Proj. Union County	6-26-87
Fabricators, Inc. Contract No. 10312	Old Columbia Highway to Meissner Road Columbia County	6-26-87
R & RK Wasco, Inc. Contract No. 10320	Clark Creek (Elgin Cemetery Rd.) Bridge Union County	6-26-87
Road & Driveway Co. Contract No. 10281	District 4 Paving Project Lincoln County	6-26-87
Douglas S. Coats Contract No. 10334	Joseph-Wallowa Lake Bike Path Wallowa County	6-29-87
Wildish Corvallis Constr. Co. Contract No. 10336	E. Main Street-Taylor Avenue (Cottage Grove) Lane County	6-29-87
Mid-Continent Industrial Services, Inc. Contract No. 10155	Scholls Hwy. at Sorrento Road (Beaverton) Washington County	7-1-87
Cascade Construction Co. Contract No. 10250	UPRR O'Xing-N. Vancouver Avenue Multnomah County	7-1-87

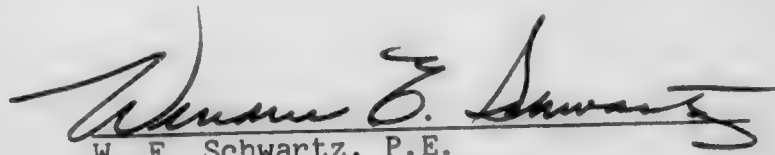
EXHIBIT D
MINUTES OF 7-21-87

Report of Action Under Delegated Authority by
Assistant State Highway Engineer
Page 3

EXPENDITURE RECAP

	<u>Above Projects</u>	<u>FY To Date</u>
Original Authorization	\$19,412,116.64	\$146,809,173.21
Anticipated Costs	<u>18,791,724.61</u>	<u>153,341,032.30</u>
% Overrun (Underrun)	- 3.20%	+4.45%

7/6/87
Date


W. E. Schwartz, P.E.
Asst. State Highway Engineer

BLW:mk

CPC/FL6/JUNE87

EXHIBIT E
MINUTES OF 7-21-87

COM 4

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

DOVER LANE-BEAR DRIVE SECTION, THE DALLES-CALIFORNIA HIGHWAY -
JEFFERSON COUNTY

R-55051 - Billy J. Towery et al. 1.16 acre for right of way purposes. Offer \$1,255.00.

S.E. 235th AVENUE - MULTNOMAH COUNTY

R-56419 - J.C. Foreman and Ilamae Link. 719 square feet for county road right of way purposes. Offer \$100.00.

R-56426 - John D. Goss et al. Parcel 1: 2,395 square feet for county road right of way purposes. Parcel 2: 1,357 square feet for permanent easement for slopes. Offer \$200.00.

R-56427 - Dale G. Lewis et al. Parcel 1: 17 square feet for county road right of way purposes. Parcel 2: 220 square feet for permanent easement for slopes. Offer \$200.00.

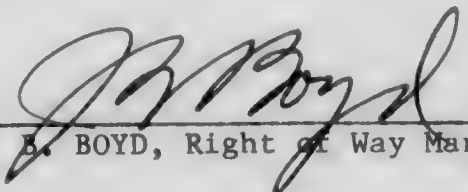
R-56432 - Mack R. Williams et al. Parcel 1: 1,886 square feet for county road right of way purposes. Parcel 2: 377 square feet for permanent easement for slopes. Offer \$10,850.00.

R-56433 - Marvin J. Loughmiller et al. Parcel 1: 1,909 square feet for county road right of way purposes. Parcel 2: 382 square feet for permanent easement for slopes. Offer \$10,960.00.

R-56438 - Waldemar W. Thoren et al. Parcel 1: 2,353 square feet for county road right of way purposes. Parcel 2: 361 square feet for permanent easement for slopes. Offer \$8,000.00.

R-56445 - O. B. Williams et al. 1,523 square feet for county road right of way purposes. Offer \$3,860.00.

Dated this 5 day of June, 1987.



J. B. BOYD, Right of Way Manager

RE: Report of Offers Tendered - 8

EXHIBIT E
MINUTES OF 7-21-87

COM 4

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

QUEEN AVE.-CORVALLIS/LEBANON HWY. SECTION, ALBANY-JUNCTION CITY
HIGHWAY - LINN COUNTY

R-54663 - Acorn Associates et al. Parcel 1: 2,160 square feet for right of way purposes. Parcel 2: 55 square feet for right of way purposes. Parcel 3: 1,385 square feet for permanent easement for slopes. Parcel 4: 600 square feet for permanent easement for utilities. Offer \$17,400.00.

R-55435 - Violet Marie Gilkey. Parcel 1: 3,050 square feet for right of way purposes. Parcel 2: 1,680 square feet for permanent easement for slopes. Parcel 3: 765 square feet for permanent easement for utilities. Offer \$2,025.00.

"S" CURVES-SETTLEMEIR AVE. (WOODBURN) SECTION, HILLSBORO-SILVERTON
HIGHWAY - MARION COUNTY

R-54921 - Dorothy D. Nichols et al. Parcel 1: 150 square feet for right of way purposes. Parcel 2: 350 square feet for permanent easement for slopes. Parcel 3: 150 square feet for permanent easement for drainage facilities. Offer \$775.00.

S.E. DIVISION ST.-S.E. SCHILLER ST. SECTION, CASCADE HIGHWAY NORTH -
(S.E. 82nd AVE.) - MULTNOMAH COUNTY

R-55344 - Louis J. Gress et al. Parcel 1: 1,000 square feet for right of way purposes. Parcel 2: 500 square feet for temporary easement for work area. Parcel 3: 200 square feet for temporary easement for work area. Offer \$10,100.00.

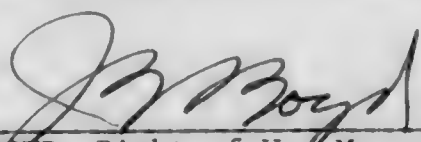
S.E. 182nd AVE.-BIRDSDALE AVE. (GRESHAM) SECTION, MT. HOOD HIGHWAY -
MULTNOMAH COUNTY

R-54245 - Raymond E. Bechtoldt et ux. Access Control Only. Offer \$150.00.

S.E. 235th AVENUE - MULTNOMAH COUNTY

R-56424 - John M. Bates et al. 200 square feet for permanent easement for slopes. Offer \$100.00.

Dated this 16 day of June, 1987.



J. B. BOYD, Right of Way Manager
- 7343 -

EXHIBIT E
MINUTES OF 7-21-87

COM 4

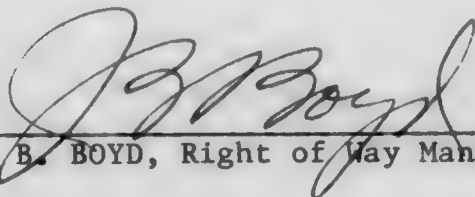
TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

VAIL CREEK-SWEET HOME SECTION, SANTIAM HIGHWAY - LINN COUNTY

R-54548 - James Augustus Hardin et al. Access control only.
Offer \$7,200.00.

Dated this 19 day of June, 1987.



J. B. BOYD, Right of Way Manager

RE: Report of Offers Tendered - 1

EXHIBIT E
MINUTES OF 7-21-87

JULY 1987

TO: OREGON TRANSPORTATION COMMISSION

SUBJECT: REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY

Under delegated authority to the Highway Engineer (Delegation Order No. 23) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager, (Administrative Order No. 33), the following actions were taken:

- 1) Sale of 1.0 acre excess property in Gilliam Co. Line-Ione Section of Heppner Highway, Morrow County for a minimum consideration of \$300. Approved 6/11/87. (23-43) Admin. Order 33.
- 2) Sale of 25,000 s.f. excess property in Marquam Bridge-S.E. 84th Ave. Section of Mt. Hood Freeway, Multnomah County for a minimum consideration of \$47,500. Approved 6/22/87. (23-43) Admin. Order 33.
- 3) Easement for Water Facilities granted to the City of Bend for the construction and maintenance of a fire hydrant water line. Recorded in Deschutes County. Approved 6-23-87.
- 4) Right of Way Service Agreement No. 316 - Misc. Contract and Agreement 8494 with the City of Cottage Grove - S. 10th and Main St. - Lane County. Approved May 11, 1987.
- 5) Right of Way Service Agreement No. 317 - Construction/Finance Agreement 8277. Culver Bridge Section - Myrtle Cr. Road - Coos County. Approved June 30, 1987.
- 6) ODOT Agreement No. RR-2167 - Service Contract No. 87-15 with Southern Pacific Transportation Co. to reconstruct and widen crossing and installation of lights and automatic gates at the grade crossing of Lakeview Blvd (Springbrook Dr.) and Tillamook Branch of the Souther Pacific Transportation Co. - Lake Oswego, Clackamas County. OPUC Crossing No. FD-7465) Approved 6/26/87.
- 7) ODOT Agreement No. RR-1266. Service Contract No. 87-14 for grade crossing improvement in the La Grand-Subdivision Third Street Section, Baker County for a total estimated cost of \$175,879. Approved 6-26-87.
- 8) Indenture of Access with Rex Timber on the Powers Jct.- Sugarloaf Section of the relocated Coos Bay-Roseburg Highway in Coos County. File 31343. Approved and signed 6/29/87.
- 9) Indenture of Access with William Rogers on the Price Rd.- Goldfish Farm Road Section of the relocated Santiam Highway in Linn County. File 49405, L-7491. Approved and signed 6/9/87.
- 10) Options and other documents relating to the acquisition of property by the Highway Division. (23-65)

EXHIBIT E
MINUTES OF 7-21-87

Oregon Transportation Commission
July 1987
Page 2

WILLIAMSON RIVER-MODOC POINT SEC. - THE DALLES-CAL. HWY - KLAMATH CTY.

55734	Leonard F. & Lawana P. Barkee	\$ 100 - App. 6/2/87
55737	Maxine E. Ray	\$ 100 - App. 6/2/87
55739	H.C. & Jeanne Spicer	\$ 100 - App. 6/2/87

MULLOY RD.-STAFFORD INTCHG. - BEAVERTON-TUALATIN HWY. - WASHINGTON CTY

53054	K.L. Wilsonville Assoc.	Dedication App. 6/2/87
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DEER CREEK SECTION - SMITHVILLE COUNTY ROAD - YAMHILL COUNTY

55918	Everett & Vallie DeHart	\$ 250 - App. 6/2/87
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QUEEN AVE.-CORVALLIS/LEBANON HWY. - ALBANY-JUNCT. CITY HWY - LINN CTY.

55436	Timothy D. Cary	\$ 1,450 - App. 6/16/87
54656	P & E Land Development, Inc.	\$ 4,500 - App. 6/5/87
56012	Claude E. & Lucille L. Volz (legal owner) C.D. & Louise M. Spencer (contract purchaser)	\$ 100 - App. 6/2/87

SHAN CREEK BRIDGE SECTION - ROGUE RIVER LOOP HWY - JOSEPHINE COUNTY

55935	Edwin & Virginia Deyarmin	\$ 150 - App. 6/5/87
55936 & 55940	Alvin Edward Dickinson, Conservator for Jennifer L. Jackson (minor)	\$ 2,425 - App. 6/2/87

S.E. DIVISION-S.E. SCHILLER ST. SEC. - CASCADE N. HWY. - MULT. COUNTY

55075	B.F. Goodrich Co. (Improvement Only)	\$ 5,625 - App. 6/11/87
55075	John O. Sax (Land Only)	\$ 4,550 - App. 6/11/87
55099	Ernest P. & June C. Wakehouse Jerry Edwards (C.P.)	\$ 12,900 - App. 6/3/87
55312	Raymond A. Schrader	\$ 100 - App. 6/18/87

EXHIBIT E
MINUTES OF 7-21-87

Oregon Transportation Commission
July 1987
Page 3987

S.E. DIVISION-S.E. SCHILLER ST. SEC. - CASCADE N. HWY. - MULT. COUNTY

55326	Hy P. Jackson	\$ 4,200 - App. 6/30/87
55327	Hy P. Jackson	\$ 12,700 - App. 6/30/87
55685	Quaker State Minit Lube (Fee)	\$ 1,150 - App. 6/5/87

ROCK CREEK BLVD.-T.V. HWY SECTION - 185th AVE. - WASHINGTON COUNTY

55794	Robert S. Hardin	\$ 1,625 - App. 6/18/87
55876	Wilma V. Brannan Clara I. Stauff	\$ 3,350 - App. 6/15/87
56207	Jack D. & Judith E. Holt	\$ 4,250 - App. 6/15/87
51208	Larry L. & Margaret L. Huffman	\$ 3,000 - App. 6/16/87
56214	Key Bank of Oregon successor to Pacific Western Bank	\$ 500 - App. 6/5/87
56221	Jerry D. Dilworth	\$ 500 - App. 6/5/87
56228	185th West Association	\$ 500 - App. 6/18/87

JOHN DAY RIVER BRIDGE SECTION - LOWER COLUMBIA R. HWY -CLATSOP HWY.

55693	Corneilius & Violet Knudsen	\$ 350 - App. 6/5/87
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N. TIGARD-HUBBARD INT. SECTION - PACIFIC HWY - WASHINGTON COUNTY

55917	Bingham Investment Company	Donation	App. 6/8/87
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T.V. HWY @ S.W. MURRAY BLVD. SECTION - T.V. HIGHWAY - WASHINGTON CTY.

54823	Atlantic Richfield Company	\$ 10,454 - App. 6/4/87
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"S" CURVES-SETTLEMEIR AVE. SEC. - HILLSBORO-SILVERTON - MARION CO.

54921	Dorothy D. Nichols	\$ 775 - App. 6/11/87
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EXHIBIT E
MINUTES OF 7-21-87

Oregon Transportation Commission
July 1987
Page 4

HOOKEE AVE.-N. ALAMEDA SECTION - OAKLAND-SHADY - DOUGLAS COUNTY

55590 Jim L. Cagle \$ 66,900 - App. 6/11/87

T.V. HIGHWAY TO ROCK CREEK BLVD. SEC. - 185TH AVE. - WASHINGTON CO.

56223 Hazel Vera Ellis \$ 500 - App. 6/11/87

MYRTLE CRK. HWY. & CHADWICK LN. SEC. - MYRTLE CRK. HWY. - DOUGLAS CO.

55421 Clarence C. & Veta Pruitt \$ 1,305 - App. 6/16/87

CORNELIUS PASS INTERCHANGE SEC. - SUNSET HWY. - WASHINGTON COUNTY

55472 Bechen, Inc. \$ 135,000 - App. 6/18/87

12TH ST.-24TH ST. SECTION - MISSION STREET - MARION COUNTY

55964 Robert W. Delk & John C. Wilbur \$ 13,000 - App. 6/18/87

ROCK CREEK BLVD.-T.V. HWY. SECTION - 185TH AVE. - WASHINGTON COUNTY

55809 Harry H. & Lorraine R. Stewart \$ 2,450 - App. 6/19/87

Dated this 2nd day of July, 1987


Rod Henry, Assistant Right of Way Manager

EXHIBIT F
MINUTES OF 7-21-87
EMERGENCY RULE PROHIBITING
USE OF SHOWER FACILITIES BY CAMPERS PARK RULE NO. 43Y
NOT REGISTERED AT
PRINEVILLE RESERVOIR STATE PARK

WHAT THIS RULE DOES:

This rule prohibits individuals not registered at Prineville Reservoir State Park from using the campground shower facilities from 12:01 a.m., July 7, 1987 to midnight, September 7, 1987.

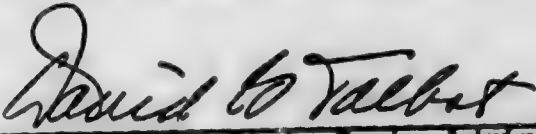
STATUTORY AUTHORITY AND PROCEDURE:

ORS 390.160 authorizes the Oregon Department of Transportation to adopt rules for the use and administration of state parks. ORS 184.619 grants the Oregon Transportation Commission authority to adopt rules it considers necessary to carry out the functions of the Department. By administrative rule, the Commission has delegated to the State Parks Administrator authority to adopt emergency rules to protect park visitors, facilities, resources and environment.

RULE:

No person shall use the campground shower facilities at Prineville Reservoir State Park, Crook County Oregon, unless they are a registered camper of the park from 12:01 a.m., Tuesday, July 7, 1987 to midnight, Monday, September 7, 1987.

This temporary rule shall expire at midnight, Monday, September 7, 1987.


David G. Talbot, State Parks Administrator

Adopted on 7-7-87
to be effective July 7, 1987

4171D
7/2/87



EXHIBIT F
MINUTES OF 7-21-87

Department of Transportation
PARKS AND RECREATION DIVISION

525 TRADE STREET SE, SALEM, OREGON 97310

TO: Oregon Transportation Commission

FROM: David G. Talbot
State Parks Administrator

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized the State Parks Administrator, or his designate, in an official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith, the Parks Administrator or his designate has approved the following actions and report them for your official records.

On May 20, 1987, approved a Historic Preservation Fund Agreement with the Historic Preservation League of Oregon for Ladd's Addition Historic District nomination, Multnomah County, in the amount of \$15,830.

On June 1, 1987, approved a Historic Preservation Fund Agreement with the City of Independence for a Historic District nomination, in the amount of \$7,000.

On June 1, 1987, approved a Historic Preservation Fund Agreement with Hawthorne Boulevard Business Association, Multnomah County, for a multiple resource nomination, in the amount of \$36,500.

On June 1, 1987, approved a Historic Preservation Fund Agreement with Clackamas County for Barlow Road Survey, in the amount of \$4,000.

On June 1, 1987, approved a Historic Preservation Fund Agreement with Yamhill County for a Landmarks and National Register nomination, in the amount of \$10,989.

On June 2, 1987, approved Jerald R. and Marsha K. Burkhalter's request to enlarge an existing building and extend sewer service outlets to 21 trailer spaces within the Rogue River Scenic Waterway in Curry County.

On June 10, 1987, approved a Historic Preservation Fund Agreement with Washington County for a survey update and Landmarks Commission, in the amount of \$19,189.

EXHIBIT F
MINUTES OF 7-21-87

Oregon Transportaton Commission
Page 2

On June 11, 1987, approved a Historic Preservation Fund Agreement with the City of Beaverton, for design guidelines and a bicycle/walking tour project, in the amount of \$2,959.21.

On June 11, 1987, approved a Historic Preservation Fund Agreement with the City of Astoria for Uniontown-Alameda Historic District, in the amount of \$5,000.

On June 12, 1987, approved Clarence F. Pruess Jr.'s request to cut 25 danger trees within the Rogue River Scenic Waterway in Josephine County.

On June 29, 1987, approved a Historic Preservation Fund Agreement with the City of Hood River for a survey and inventory, in the amount of \$5,192.

Dated this 8 day of July, 1987



David G. Talbot, State Parks Administrator

DGT/js



EXHIBIT G
MINUTES OF 7-21-87

Department of Transportation
PUBLIC TRANSIT DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310 PHONE 378-8201

In Reply Refer to
File No

July 6, 1987

COM

MEMORANDUM

To: Oregon Transportation Commission

From: Dennis H. Moore, Administrator
Public Transit Division

Subject: Reported Actions Taken Under Delegated Authority

On behalf of the Commission and under the authority delegated to me to approve and sign contracts, I have taken the following actions since my last report:

1. Small City and Rural Area Transit Assistance Program. A federal/state general funded program to provide operating assistance for public transportation service.

		G.F.	F.F.
Coos County	June 11, 1987	-0-	\$15,000
2. Small City and Rural Area Capital Assistance Program. A federal funded program to provide capital assistance to small city and rural transit systems (only federal fund parts are listed).

Union County	June 16, 1987		\$80,160
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3. Urban Mass Transportation Administration, Section 9. A federal grant providing capital/operating assistance to urbanized transit systems on a pass-through basis.
 - A. A grant agreement with Lane Transit District and Urban Mass Transportation Administration to allow the District to receive \$1,968,900 in federal funds directly. (June 4, 1987)
4. Special Program for Economic Development (Lottery). A state program that matches federal funds for capital construction in the four urbanized areas.

Signed supplemental agreement between Salem Area Transit District, Lane Transit District, and Tri-Met transferring lottery funds between the above-mentioned parties. (May 1, 1987)

EXHIBIT G
MINUTES OF 7-21-87

Oregon Transportation Commission
July 6, 1987
page two

Signed agreement between Tri-Met and Rogue Valley Transportation District, amending Appendix A project listing. (June 29, 1987)

Signed supplemental agreement between Lane Transit District and Rogue Valley Transportation District transferring \$15,000 between the above-mentioned parties. (June 19, 1987)

DHM:ag

cc: Bob Bothman, Director
Department of Transportation

George Bell, Assistant Director
Intergovernmental and Public Affairs

delauth:agl

REPORT OF CASES FILED BY AND AGAINST THE DEPARTMENT OF TRANSPORTATION

L-9087 - Helen L. Miner v. State of Oregon. This case arises out of an accident on April 10, 1986 in Harris Beach State Park near Brookings, Oregon. The plaintiff was crossing a paved road and tripped on a curbing on the west side of the road. The plaintiff alleges that the State was negligent in failing to provide an opening in the curb and failing to adequately paint or otherwise visibly mark the curb, failing to provide signs or other warnings of the curb and failing to provide sufficient lighting as to make the raised curb reasonably visible at night. The plaintiff is seeking \$99,482.79. The matter has been referred to the Trial Section of the Department of Justice for the defense of the State.

L-9093 - Copenhagen Utilities and Construction, Inc., v. State of Oregon, acting by and through its Transportation Commission, Department of Transportation, Highway Division. This case arises out of the Highway Division contract No. 9627 which was supervised by the City of Portland in the County of Multnomah. The plaintiff is seeking \$8,100.00 that was withheld because the contract was not completed on time. The plaintiff is alleging that the liquidated damages should not have been imposed. The plaintiff is also seeking \$292.00 for extra work, \$115.00 for extra work and \$464.94 for extra work - all of that with interest at 18 percent. The plaintiff is also looking for a declaration from the court that the state erroneously assessed liquidated damages. The matter has been referred to the Trial Division of the Department of Justice for the defense of the Highway Division.

L-9096 - Fred H. Leonetti v. The Terra Corporation with several other defendants including the State of Oregon by and through its Department of Transportation. This is a complaint for a foreclosure on a mortgage action on a guarantee and action on a note and breach of contract. This action occurred in Multnomah County. It is not clear from the complaint what interest the Department of Transportation may have in the property. The complaint has been forwarded to the Trial Section of the Department of Justice for handling.

REPORT OF CONDEMNATION CASES SETTLED

<u>Defendant</u>	<u>State's Offer</u>	<u>State's Highest Appraisal</u>	<u>Amount of Settlement</u>
Juanita S. Goode Fairclo L-8797 R-52177 and 53859	\$64,300.00	\$70,000.00	\$92,500.00

Section: The Dalles/California Hwy. - Washburn Way
Highway: South Side Bypass (County Road)
County: Klamath

REPORT OF CONDEMNATION CASES SETTLED

<u>Defendant</u>	<u>Cause of Action</u>	<u>Demands of Plaintiff</u>	<u>Verdict or Judgment</u>
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MINUTES OF 7-21-87

REPORT OF CONDEMNATION CASES SETTLED

<u>Defendant</u>	<u>State's Offer</u>	<u>State's Highest Appraisal</u>	<u>Amount of Settlement</u>
Ladd Estate Company L-8969 R-54584	\$ 3,900.00	\$ 3,825.00	\$ 3,900.00

Section: S. W. Terwilliger Blvd. - Ladd St. (Lake Oswego)
 Highway: Oswego
 County: Clackamas

NOTE: Judgment by Default - Settled for amount of the complaint.

Leslie J. Howatt L-8942 R-54878	\$ 100.00	\$ 100.00	\$ 100.00
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Section: N. E. Sandy Blvd. - Stark Street
 Highway: N. E. 257th Drive
 County: Multnomah

Note: Judgment by Default - Settled for amount of the complaint.

John Denneney Hennen L-8823 R-53505 and 53506	\$ 3,000.00	\$ 1,875.00	\$ 3,000.00
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Section: Sutton Lake-Florence
 Highway: Oregon Coast
 County: Lane

NOTE: Settled for the amount of the complaint.

REPORT OF CONDEMNATION CASES SETTLED

<u>Defendant</u>	<u>Cause of Action</u>	<u>Demands of Plaintiff</u>	<u>Verdict or Judgment</u>
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REPORT OF CONDEMNATION CASES SETTLED

<u>Defendant</u>	<u>State's Offer</u>	<u>State's Highest Appraisal</u>	<u>Amount of Settlement</u>
Patrick Anthony Walsh L-8873 R-53914	\$ 1,400.00	\$ 1,400.00	\$ 1,400.00

Section: S.P.R.R. U'Xing
Highway: Lower Wolf Creek Road
County: Josephine

NOTE: Judgment by Default

Valley Health Credit Union L-8908 R-54492	\$ 13,750.00	\$ 14,898.00	\$ 18,000.00
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Section: 12th St. S. E. - 24th St. S.E. (Salem)
Highway: Mission Street
County: Marion

Sisters of St. Mary L-9021 R-54461	\$ 2,000.00	\$ 2,000.00	\$ 2,500.00
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Section: T.V. Hwy. at S. W. Murray Blvd.
Highway: Tualatin Valley
County: Washington

REPORT OF CONDEMNATION CASES SETTLED

<u>Defendant</u>	<u>Cause of Action</u>	<u>Demands of Plaintiff</u>	<u>Verdict or Judgment</u>
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EXHIBIT H
MINUTES OF 7-21-87

MINUTES
OF THE
OREGON TRANSPORTATION COMMISSION MEETING
HELD ON
AUGUST 25, 1987

On August 24, 1987, at 6 p.m., the Transportation Commission, Executive Staff, and staff from the Executive Department and Governor's Office attended a dinner at Pringle Hall, Activity Room, 606 Church Street, SE, Salem, catered by Jackie's Ribs.

On August 25, 1987, at 8 a.m., the Commission met in the Director's Office, 135 Transportation Building, Salem, for an agenda review. (Notice of the agenda review had been made by press release to newspapers of local and general circulation.)

On August 25, 1987, the Oregon Transportation Commission held its regular monthly meeting in the Conference Room (122) of the Transportation Building in Salem beginning at 9 a.m. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Robert F. Duvall, Member
Cynthia J. Ford, Member
Robert N. Bothman, Director of Transportation
Gary Potter, Assistant Director for Administration
George Bell, Assistant Director for Intergovernmental
and Public Affairs Branch
Joe Christian, Assistant Director for Financial
Management Branch
David P. Moomaw, Administrator of Motor Vehicles Division
David Talbot, Administrator of Parks and Recreation
Division
Paul Burket, Administrator of Aeronautics Division
Dennis Moore, Administrator of Public Transit Division
Larry W. Rulien, State Highway Engineer
W. E. Schwartz, Assistant State Highway Engineer,
Operations Branch
Don Adams, Assistant State Highway Engineer, Project
Development Branch
Rick Kuehn, Region 1 Engineer
Dale Wilken, Division Administrator, Federal Highway
Administration
Jack Graham, Manager, Administrative Services

There were other staff persons present.

Chairman Hollern called the meeting to order by introducing Commissioner Robert F. Duvall, who had taken the oath of office prior to the meeting in the Director's Office. Governor Goldschmidt had appointed Commissioner Duvall replacing Samuel T. Naito, whose term expired on June 30, 1987. Senate confirmation was received on August 13, 1987, following his hearing on August 12, 1987. Commissioner Duvall's term of office will be July 1, 1987, through June 30, 1991.

Vice Chairman Whitty moved and Commissioner Ford seconded that the following items on the consent calendar be approved. The motion carried unanimously by the Commission.

- 1) Minutes of the Commission meeting of July 21, 1987.
- 2) Adopted resolution declaring necessity of certain real property for public purposes and authorizing condemnation. ("Real Property Condemnation Resolution No. 2789" in Commission's files, Salem.)
- 3) Authorized increases in project authorizations on the following contracts:
 - a) Contract No. 10,419, Little Odell Creek-US 97 and Crescent Bikepath Sections, The Dalles-California and Willamette Highways in Klamath County, in the amount of \$92,300 (15% increase).
 - b) Contract No. 10,465, Lower Salt Creek-Upper Salt Creek Section, Willamette Highway, Lane County, in the amount of \$72,000 (16.5% increase).
 - c) Contract No. 10,361, "E" Avenue-Ladd Street (Lake Oswego) Section, Oswego Highway, Clackamas County, in the amount of \$161,000 (8% increase).
- 4) Authorized payment of \$7,500 to the AASHTO Materials Reference Laboratory for the period October 1, 1987, through September 30, 1988.
- 5) Addendum to an agreement approved by the Commission on June 17, 1986, with the Metropolitan Service District for continuation of the transportation planning process in the Portland urbanized area. Addendum revises the way in which funds are to be used and no additional funds are required. (Authorized State Highway Engineer to sign addendum.)

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission files in Salem.)

Chairman of Commission	Exhibit A
State Highway Engineer	Exhibit B
Assistant State Highway Engineer	Exhibit C
Right of Way Manager	Exhibit D
Parks Administrator	Exhibit E
Chief Counsel	Exhibit F
Highway Controller	Exhibit G

Mr. Rulien introduced and congratulated the following employees receiving service pins for 35 and 40 years with the Highway Division:

40 YEARS

John Bond (Retired)
W. Reid Meritt

John Gunter (Retired)
Bud Parkes (Retired)

35 YEARS

Al Aydelott
Oralee Beard
Jack M. Cartwright
Richard Dorn
Harold Flynn
Dennis Hayden (Retired)
Al Hornschuch
Ray Leavitt (Retired)
Jim McNamee
Jo Ockert
Don Trout (Retired)
Verne Zent

Jerry W. Bachle
Harold Broderick
Verna R. Classen
Lorraine Ellis (Retired)
Walt Hart
Kenneth Hewit
Max J. Klotz
Fred Lucht
Ivan F. Mulkey
Gail Trout
Rudy Wellbrock

The following 35-year service employees of the Highway and Parks Divisions were not in attendance:

Owen Lucas
Ken Berg (Retired)
George J. Emery
Roger Gebauer (deceased)
Guy Salser (Retired)
Frank T. Kaiser

Chairman Hollern thanked the employees for their years of service and said the Commission appreciates their loyalty and dedication. (The employees were honored at a luncheon at McNary Golf Course following a tour of the Capitol Building.)

Mr. Bothman recognized Virginia Barton, Administrator of the Board of Maritime Pilots. He explained that this Board would become a part of the Department of Transportation, due to the recent legislative dispersal of the Department of Commerce as of July 13, 1987.

The Commission unanimously confirmed their next meeting date of September 15, 1987, in Eugene. An agenda review will be held at 8 a.m., and the formal meeting will begin at 9 a.m., with a dinner meeting that evening. The Commission tentatively set October 19 (dinner meeting) and October 20 (formal meeting) as their following meeting dates.

Mr. Christian introduced Howard Rankin, who had been hired as the Department's bond attorney. Mr. Rankin referred to a Miscellaneous Resolution, with an attached Highway Revenue Declaration as Exhibit A, that authorizes the issuance of highway-user tax revenue bonds, Series 1987, in the amount of \$80,000,000 and for the Director to execute the Declaration. He said this is the first time that the Highway Division has issued revenue bonds. General obligation bonds were issued in 1980. He explained that the Constitution of Oregon authorizes the Legislature to create debts or liabilities to build and maintain roads and that ORS 367.615 authorizes the Department to issue and sell bonds pursuant to the provisions of ORS 367.605 to 367.670, inclusive. The proceeds will be used to finance projects approved by the Commission for the State Modernization Program.

Mr. Rankin further explained that the Department shall pay for the bonds by moneys in the State Highway Fund that become available from license taxes imposed on dealers of motor vehicle fuels, the excise tax on the use of fuel in motor vehicles, and the motor carrier tax for use of highways, together with other moneys identified in ORS 367.605(1). In addition, other moneys in the State Highway Fund available for highway purposes may be used to pay principal and interest on the bonds.

Vice Chairman Whitty moved and Commissioner Duvall seconded that the Commission adopt the following resolution, with attached Declaration, authorizing the issuance of the bonds, approving of the Declaration, requesting the State Treasurer to issue bonds, and authorizing the Director to sign the Declaration and any other necessary documents. The motion carried unanimously by the Commission. It was also agreed by the Commission that the blanks shown in the Declaration, such as amounts to be issued and redeemed at the respective dates, be included as deemed appropriate.

(Continued on next page)

MISCELLANEOUS RESOLUTION NO.

A Resolution authorizing issuance of Highway-User Tax Revenue Bonds, Series 1987, and approving of Declaration.

WHEREAS, on July 22, 1986, pursuant to ORS 366.507, the Oregon Transportation Commission adopted the 1987-1992 Six-Year Highway Improvement Program, which included the \$200 million State Highway Modernization Program. Statutory authority authorized the Department of Transportation (the "Department") to use certain moneys in the State Highway Fund to establish a state modernization program for highways and granted authority to the Department to use such moneys to retire bonds that the Department issues for the Modernization Program.

WHEREAS, pursuant to ORS 367.605, the Department may, by highway revenue declaration, authorize the issuance of highway-user tax bonds for the purpose of building permanent public roads. Highway-user tax bonds do not constitute a debt or general obligation of the State or any political subdivision thereof but are payable from moneys available for use or pledge pursuant to ORS 367.605 and moneys that may be used to pay bonds pursuant to ORS 367.610.

WHEREAS, the Department has prepared a Highway Revenue Declaration to be signed by the Director of the Department authorizing issuance of Highway-User Tax Revenue Bonds, Series 1987, in the principal amount of \$80,000,000 (the "Bonds"). However, pursuant to ORS 286.031, the State Treasurer issues all general obligation and revenue bonds of the State of Oregon after consultation with the State agency responsible for administering the bond proceeds.

WHEREAS, the Department of Transportation Highway Revenue Declaration is attached to this Resolution and by this reference incorporated herewith as Exhibit A. *

NOW, THEREFORE, BE IT

RESOLVED, that the Oregon Transportation Commission, exercising its authority pursuant to ORS 184.616, does approve of the Highway Revenue Declaration and does authorize the issuance of the bonds and requests the State Treasurer, after consultation with the Department of Transportation, to approve of and issue, in the name of the State of Oregon, Highway-User Tax Revenue Bonds, Series 1987, in the principal amount of \$80,000,000. The bonds shall be in such form and be issued pursuant to the terms and provisions of the Highway Revenue Declaration and to be at such interest rate or rates and at such price as shall be approved by the State Treasurer. The Director of the Department is authorized to execute the Declaration for and on behalf of the Department.

THIS RESOLUTION should be entered into the minutes and records of this Commission as Miscellaneous Resolution No. _____.

* Exhibit A filed with Miscellaneous Resolution No. 275 in Commission's files, Salem.

Mr. Bell handed the Commission the new "Employee Handbook" for the purpose of orienting new employees to the Department. (Copy in Commission's files, Salem.) Ann Snyder was recognized for her work on this handbook.

Mr. Bell advised the Commission that the Radio News Service, which provides taped news stories semi-weekly to the broadcast media on a toll-free telephone line, had won first place in competition with other State public affairs offices in the nation. He said the radio award is one of six categories in the annual Media Skills Contest held by the Public Affairs Subcommittee of the American Association of State Highway and Transportation Officials. Ed Schoaps was recognized for his work on this Program.

Mr. Bell introduced Holly Blanchard, a temporary employee, hired to work on the license plate design contest. He said the contest will begin officially at a news conference the following day at the Motor Vehicles Division's Drive Test Center in Portland. At this news conference, Chairman Hollern will explain the rules and time schedule for the contest, which will be known as "Create A Plate".

Mr. Potter requested that the Commission direct the staff to prepare a certificate honoring Sam Naito (former Commission member whose term expired June 30) in recognition of his years of dedicated service to the Department and to the State of Oregon. Commissioner Duvall moved for approval and it was seconded by Commissioner Ford. The motion carried unanimously by the Commission.

Mr. Moore reported that the Urban Mass Transportation Administration recently announced the initiation of the Rural Transit Assistance Program, which is a broad and flexible program of training, technical assistance, research and other support services for transportation providers. He said the program is intended as a resource to strengthen the services in small towns and rural areas. Oregon has been allocated \$75,440 for the first year of the program. He requested authority to appear before the Emergency Board to increase the Division's limitation to receive the Federal Funds of \$150,880 for the biennium for this program. Vice Chairman Whitty moved for approval and it was seconded by Commissioner Ford. The motion carried unanimously by the Commission.

Mr. Moore extended to the Commission an oral invitation from the Oregon Transit Association to attend their annual convention on October 28 and 29, 1987, at the Red Lion in Springfield.

Mr. Rulien requested approval to hire a consultant to make a detailed review of the current construction administration and dispute resolution processes and to recommend methods to improve those processes at an estimated cost of \$70,000. He said requests have been made by several contractors and contractor groups to make an objective review. Commissioner Ford moved for approval and it was seconded by Commissioner Duvall. The motion carried unanimously by the Commission for approval of a consultant and for the State Highway Engineer to sign the personal service contract.

Mr. Rulien requested authority to add the following two projects to the Six-Year Highway Improvement Program. Vice Chairman Whitty moved for approval and it was seconded by Commissioner Duvall. The motion carried unanimously by the Commission for adding the projects to the Program and authorized the State Highway Engineer to sign the necessary agreements:

(Continued on next page)

SECTION: I-5 Southbound Off-ramp @ McVay Highway
HIGHWAY: Pacific
COUNTY: Lane
PROGRAM YEAR: 1988
FUNDING: I-4R
Estimated Construction Cost: \$ 140,000

DISCUSSION: At peak hours ramp traffic is backed up onto the freeway shoulder. The installation of a traffic signal at the ramp termini should alleviate this problem.

IMPACT: Some reduction of I-4R funds for other projects, but will enhance ramp and freeway safety and prevent the deterioration of service.

SECTION: Eugene/Springfield Hwy. @ "Q" Street
HIGHWAY: Eugene/Springfield
COUNTY: Lane
PROGRAM YEAR: 1988
FUNDING: State/Developer
State: \$ 50,000
Developer: \$ 100,000
Total Estimated Cost: \$ 150,000

DISCUSSION: A proposed shopping center is planned on 2nd/3rd at "Q" Street, which will result in increased traffic volumes necessitating interconnected traffic signals, widening of the freeway off-ramp to two lanes, and the restriping of 2nd Street.

IMPACT: Small commitment of funds by the State to enhance the off-ramp and traffic signals.

Cam Gilmour, Manager of the Environmental Section, reviewed the noise mitigation policy which has been in effect for several years. He said frequently noise complaints are received from residents and businesses that are located along the freeways and highways. He explained that the policy is broken into three parts: source emission reduction, land use control, and highway design. The policy states that the Department will generally not undertake noise mitigation projects on completed highways due to the magnitude of the costs involved and competing uses for these funds. The only exceptions to this policy are situations where a substantial percentage of the mitigation costs are paid for by benefiting property owners and, when warranted, local government. He said that noise barriers are included in new construction projects and that the staff works cooperatively on individual requests for noise barriers. He said that unless otherwise directed the staff will continue to operate under this policy as requests are received in the future. The Commission unanimously agreed to retain the current policy. (Copy of policy in Commission's files, Salem.)

Mr. Talbot recalled that the Governor's appointed task force asked that the Nestucca Spit State Park be renamed in honor of former Governor Robert Straub. (See minutes of July 21, 1987.) The State Parks and Recreation Advisory Committee are recommending that the park be renamed. Commissioner Duvall moved for approval and the motion was seconded by Commissioner Ford. The motion carried unanimously by the Commission to rename the park the Bob Straub State Park.

Mr. Talbot reported that the Parks Division has received an option to purchase a 1.62 acre private in holding at Devil's Elbow State Park located along the Oregon Coast in Lane County. He said the option amount is \$52,000, which is seven percent over the appraised value of \$48,500. The property is improved with a mobile home and surrounded entirely by park land. He said this acquisition would be purchased entirely with Federal Funds. Vice Chairman Whitty moved for approval and it was seconded by Commissioner Duvall. The motion carried unanimously by the Commission to accept the option.

Mr. Talbot recalled that the Legislature had included in their budget \$200,000 for State park studies. He said the Parks and Recreation Advisory Committee has reviewed those studies and are recommending presentation to the Emergency Board of the following projects:

<u>Project</u>	<u>Amount</u>	<u>Recommendation</u>
Banks-Vernonia Linear Park (Washington & Columbia Counties)	\$50,000	Fund - \$50,000
Champoeg Restoration	50,000	Fund - 50,000
Bowers Rocks State Park near Albany	50,000	Fund - 50,000
Cottage Grove Regional Park	15,000	Fund - 15,000

The Committee recommended not funding the proposal to study Government Island State Park near Portland and the Mary D. Hume Whaling Vessel at Gold Beach. Mr. Talbot requested authority to appear before the Emergency Board with these study projects. Commissioner Duvall moved for approval and it was seconded by Commissioner Ford. The motion carried unanimously by the Commission.

There being no further business to consider, Chairman Hollern adjourned the formal meeting at 10 a.m.

At 10:45 a.m., a workshop was held in Room 122 regarding the Six-Year Highway Improvement Program/House Bill 2112. Mr. Rulien explained by use of flip charts the decisions that would have to be made by the Commission as to the use of revenue from HB 2112 and targeting of the modernization portion. (See handout identical to flip charts in Commission's files, Salem.) He reviewed House Bill 2112, the Six-Year Program history and process, schedule for the 1989-94 Program Update, 1989-94 Program Estimated Funds, and the estimated revenue from HB 2112 for ten years. He said the staff is recommending the distribution of HB 2112 revenues as follows:

(Continued on next page)

Maintenance	\$80 million
Preservation/Operations	\$160 million
Modernization	\$210 million
Total	\$450 million

There was considerable discussion concerning the allocation to modernization. It was the consensus of the Commission that the modernization amount should be increased. Chairman Hollern suggested \$300 million for modernization. Mr. Rulien also reviewed the Modernization Criteria and the following Modernization Program issues:

- 1) On or off system
- 2) Target
- 3) Equitable distribution

There was discussion concerning the Program issues, improving a section of highway vs. a corridor program, discretionary funds, and adding to the modernization criteria the following statement:

Consideration will be given to a series of projects that will remove major deficiencies from a route that have acted as a significant impediment to economic growth and vitality.

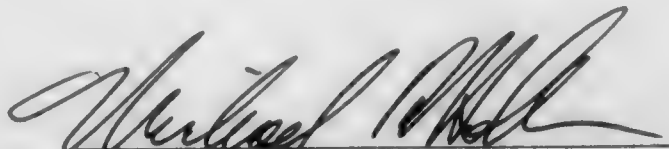
It was suggested that Economic Development be consulted in this process. Chairman Hollern summarized the following areas of concern in the formation of the Program:

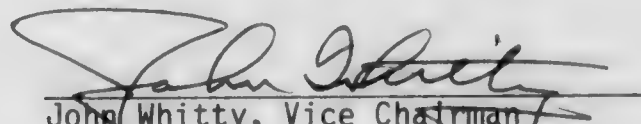
- 1) Increasing the modernization amount to \$300 million.
- 2) Unallocated funding.
- 3) Ability to focus on specific areas.


The Program will be discussed at a workshop next month. The Commission asked for information by the next meeting on the total revenue received and intended expenditure over the ten-year period.


The workshop concluded at 11:45 a.m.

The Commission and staff had lunch with the Local Officials Advisory Committee at 1201 Court Street, N.E., Salem, to discuss common interest concerns of local and State Government relating to transportation issues.


Michael P. Hollern, Chairman


John Whitty, Vice Chairman


David F. Bolender, Commissioner


Cynthia J. Ford, Commissioner


Commission Services

(Absent)
Robert F. Duvall, Commissioner

EXHIBIT A

MINUTES OF August 25, 1987

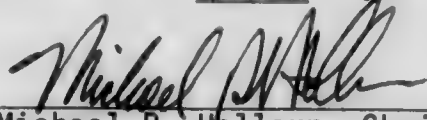
TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under
Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the action listed below and report this action for your official records:

On June 25, 1987, approved an interagency agreement among the Highway Division, Travel Information Council (TIC), and Executive Department providing for (1) the transition of TIC accounting activities from the Highway Division to the Executive Department, (2) gazebo maintenance by the Highway Division, and (3) services performed by the Highway Division related to TIC's signing program. (Authorized State Highway Engineer to sign agreement.)

Dated this 20 day of July, 1987



Michael P. Hollern, Chairman
Oregon Transportation Commission

7-15-87

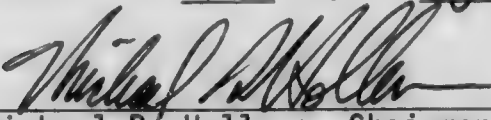
EXHIBIT A
MINUTES OF August 25, 1987

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Action Taken Under
Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following action and report this action for your official records:

- 1) On July 23, 1987, approved a personal service contract with Gail Ossowski for the production of one art piece to be placed in the new East Portland DMV Drive Test Center at a cost of \$6,400. (Authorized State Highway Engineer to sign contract.)

Dated this 27 day of July, 1987



Michael P. Hollern, Chairman
Oregon Transportation Commission

7-23-87

EXHIBIT AMINUTES OF August 25, 1987REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project Baker Rock Production Project Contract No. 10,440
 Type of Work Rock Production F.A. Proj. No. State
 County Baker Highway Baker-Copperfield Highway
 No. of Bidders 5 Low Bidder Grant County Redi-Mix, John Day
 Low Bid \$125,900.00
 Engineer's Recommendation: Award to low bidder.

No. 2 Project N.W. Harrison Blvd. - Corvallis E.C.L. Contract No. 10,479
 Type of Work Grading, Paving, Structure, Signing, Signals & Landscaping F.A. Proj. No. F-10(10)
 County Benton Highway Albany-Corvallis
 No. of Bidders 4 Low Bidder Wildish Corvallis Construction Co., Eugene
 Low Bid \$706,427.50
 Engineer's Recommendation: Award to low DBE/WBE responsive bidder subject to concurrence of FHWA.
 2nd Bidder: Morse Bros., Inc. \$730,476.50
 3rd Bidder: Roy L. Houck Construction Co. \$743,214.00

No. 3 Project Neceta St. (Hammond) - N.W. 14th St. (Warrenton) Contract No. 10,480
 Type of Work Bikeway F.A. Proj. No. State
 County Clatsop Highway Fort Stevens
 No. of Bidders 5 Low Bidder Mocon Corporation, Salem
 Low Bid \$208,710.40
 Engineer's Recommendation: Award to low bidder.

No. 4 Project Silk Creek ("M" Street) Bridge Section Contract No. 10,481
 Type of Work Grading, Paving, & Structure F.A. Proj. No. BROS-2005(2)
 County Lane Highway South "M" Street (City Street)
 No. of Bidders 3 Low Bidder Kip Construction Co., Eugene
 Low Bid \$114,930.00
 Engineer's Recommendation: Award to low bidder subject to concurrence of the City of Cottage Grove and receipt of deposit by the City.

No. 5 Project Crabtree Creek (Bohemian Hall) Bridge Section Contract No. 10,482
 Type of Work Grading, Paving & Structure F.A. Proj. No. BRS-A489(3)
 County Linn Highway FAS-A489 (Richardson Gap Road)
 No. of Bidders 6 Low Bidder Douglas S. Coats, Inc., Bend
 Low Bid \$399,233.25
 Engineer's Recommendation: Award to low DBE/WBE responsive bidder subject to concurrence of FHWA and Linn County and receipt of deposit by the County.

2nd Bidder: Holm II, Inc. \$414,537.50
 3rd Bidder: Donald W. Thompson, Inc. \$458,447.25

APPROVED BY CHAIRMAN
 MICHAEL P. HOLLERN

Date 7-28-87

No. 6 Project Densmore Corner - Scio Contract No. 10,483

Type of Work Grading & Paving F. A. Proj. No. NES-M98(1)

County Linn Highway Jefferson - Scio Drive (County Road)

No. of Bidders 6 Low Bidder Morse Bros., Inc., Lebanon

Low Bid \$205,007.30

Engineer's Recommendation: Award to low DBE/WBE responsive bidder subject to concurrence of FHWA and Linn County and receipt of deposit by the County.

2nd Bidder: North Santiam Paving Company \$233,231.30
3rd Bidder: Jal Construction, Inc. \$234,112.69

EXHIBIT A
MINUTES OF August 25,
1987

No. 7 Project Nelley - Harrisburg Section Contract No. 10,484

Type of Work Grading, Paving, & Signing F.A. Proj. No. F-3(21)

County Linn Highway Albany-Junction City

No. of Bidders 5 Low Bidder Morse Bros., Inc., Lebanon

Low Bid \$2,232,191.10

Engineer's Recommendation: Award to low DBE/WBE responsive bidder subject to concurrence of FHWA.

2nd Bidder: Wildish Corvallis Construction Co. \$2,282,087.50
3rd Bidder: J. C. Compton Contractor, Inc. \$2,514,978.00

No. 8 Project Greeley Avenue Connection to I-5 Contract No. 10,485

Type of Work Landscaping F.A. Proj. No. IR-5-6(127)303

County Multnomah Highway Pacific

No. of Bidders 3 Low Bidder Ben Fox, Inc., Milwaukie

Low Bid \$60,367.00

Engineer's Recommendation: Award to low bidder subject to concurrence of FHWA.

No. 9 Project Farmington Highway @ Road Bridge Road Contract No. 10,486

Type of Work Grading & Paving F. A. Proj. No. NES-129(2)

County Washington Highway Farmington

No. of Bidders 7 Low Bidder Baker Rock Crushing Co., Beaverton

Low Bid \$129,133.44

Engineer's Recommendation: Award to low bidder subject to concurrence of FHWA.

No. 10 Project Tualatin Valley Highway @ S.W. Murray Blvd. Contract No. 10,487

Type of Work Grading, Paving, Signing & Signals F. A. Proj. No. F-32(22)

County Washington Highway Tualatin Valley

No. of Bidders 7 Low Bidder Baker Rock Crushing Co., Beaverton

Low Bid \$552,043.44

Engineer's Recommendation: Award to low DBE/WBE responsive bidder subject to concurrence of FHWA.

2nd Bidder: Roy L. Houck Construction Co. \$559,671.00
3rd Bidder: Oregon Asphaltic Paving Co. \$570,387.00

On July 28, 1987, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on July 23, 1987, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 2, 5, 6, 7 and 10 if the low bidder fails to meet the requirements for the disadvantaged-woman business enterprises, award will be made to the next lowest responsive bidder pending DBE/WBE review and cost justification.

Dated this 3RD day of August, 1987

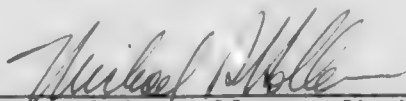

Michael P. Hollern, Chairman
OREGON TRANSPORTATION COMMISSION
- 7370 -

EXHIBIT A

MINUTES OF August 25, 1987

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed below and report this action for your official records:

- 1) Agreement with Clackamas County, Heritage Development Company, and Kaiser Foundation Hospitals for the installation of traffic control equipment and an interconnect system on S.E. Sunnyside Road and Mt. Scott Office Park Access. The project will be financed 100 percent by the Heritage Development Company at no expense to State. State will design the signals and administer the contract to install them. After construction, State will maintain signals at County expense. (Authorize State Highway Engineer to sign agreement.)
- 2) Agreement with the Nevada Department of Transportation wherein the Oregon Department of Transportation agrees to perform the inspection and testing of highway materials and construction as requested at locations within the State of Oregon. Termination date June 30, 1988. (Authorize State Highway Engineer to sign agreement.)
- 3) Personal service contract with Howard Needles Tammen & Bergendoff for bridge inspection of East Fremont Interchange, Pier 2E, at a cost not to exceed \$8,400. Cracking is occurring in the steel cross-beam web plate. The contractor will make a field inspection and research its original design calculations to determine loads, forces and structural details which may be causing the cracking. The contractor shall prepare a report, indicating probable cause and recommending actions which will prevent further damage. (Authorize State Highway Engineer to sign agreement.)

Dated this 3 day of August, 1987

Michael P. Hollern
Michael P. Hollern, Chairman
Oregon Transportation Commission

- 7371 -

7-31-87

APPROVED

State Highway Engineer
STATE HIGHWAY ENGINEER

Date

11/31/87

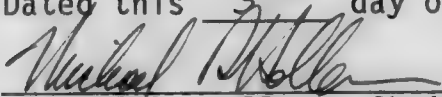
EXHIBIT A
MINUTES OF August 25, 1987

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under
Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the action listed below and report this action for your official records:

On July 30, 1987, approved a personal service contract with Ogilvy & Mather Public Relations/ West, Inc. to participate in the financial support of a statewide anti-litter and vandalism information and education campaign beginning
* September 1, 1987, through August 31, 1988, at a cost not to exceed \$20,000. (Authorized State Highway Engineer to sign contract.)

Dated this 3RD day of August, 1987

Michael P. Hollern, Chairman
Oregon Transportation Commission

7-31-87

* Changed to September 16, 1987

EXHIBIT B

MINUTES OF August 25, 1987

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated
Authority

On behalf of the Commission and under authority delegated to me
to award contracts, I awarded the following contracts:

- 1) Work on the Pass Creek (Drain) Bridge
Section of South First Street in Douglas
County. Bids received on June 25, 1987.
Contract No. 10,474 awarded on July 10,
1987, to Douglas S. Coats, Inc., Bend,
at \$153,999.
- 2) Work on the Willow Creek Bridge Section
of Rhea Road in Gilliam County. Bids
received on June 25, 1987. Contract No.
10,475 awarded on July 14, 1987, to
Douglas S. Coats, Inc., Bend, at \$152,235.
- 3) Work on the M.P. 0.9-M.P. 2.3 Section
of Adel-Fort Bidwell County Road in Lake
County. Bids received on June 25, 1987.
Contract No. 10,476 awarded on July 13,
1987, to Fabricators, Incorporated, Salem,
at \$319,312.50.
- 4) Work on the Silk Creek Bridge Section of
South "M" Street in Lane County. Bids
received on July 23, 1987. Contract No.
10,481 awarded on July 28, 1987, to Kip
Construction Co., Eugene, at \$114,930.



Larry W. Rulien, State Highway Engineer

Dated this 31st of July, 1987

7-29-87

EXHIBIT B

MINUTES OF August 25, 1987

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I took the following actions and report this for your official records:

- 1) On June 15, 1987, approved a grant adjustment revising Oregon Traffic Safety Commission grant for traffic engineering assistance to local governments. Grant period of July 1, 1986, to June 30, 1987, extended to September 30, 1987, with an increase of \$5,000 for a revised total of \$30,000. (Approved by W. E. Schwartz for State Highway Engineer.)
- 2) On June 16, 1987, signed Supplemental Agreement No. 5 with CH2M-Hill Northwest, Inc. for the preliminary engineering project on the South Slough (Charleston) Bridge in Coos County. Supplement adds work to the project scope and increases total cost by \$24,636. (Signed by W. E. Schwartz for State Highway Engineer. Original agreement approved by Transportation Commission on May 15, 1984.)
- 3) On July 1, 1987, signed Supplemental Agreement No. 2 with CH2M-Hill Northwest, Inc. for engineering services on the Greeley Ramp-North Banfield Interchange Section of the Pacific Highway (I-5) in Multnomah County. Supplement adds work items, extends project period to a total of 473 calendar days, and increases total cost to \$469,573.74. (Original agreement approved by Transportation Commission on March 20, 1984.)
- 4) On July 1, 1987, approved an agreement with the U.S. Department of Transportation, Federal Highway Administration, to continue matching eligible Federal-Aid Funds in accordance with Clause B of Section 120(a) of Title 23, United States Code as amended by the Federal-Aid Highway Act of 1982, for the period July 1, 1987, through June 30, 1988.

EXHIBIT B

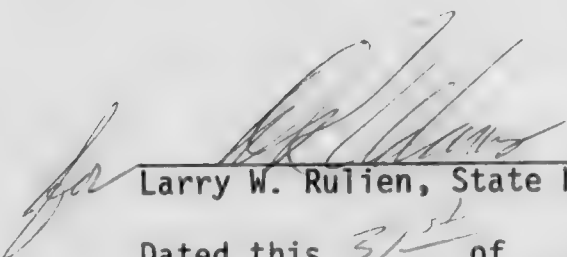
MINUTES OF August 25, 1987

- 5) On July 8, 1987, signed Supplemental Agreement No. 1 with David Evans and Associates, Inc. for engineering services in Geographical Area 4 - Bend. Supplement provides for additional work and increases project cost from \$55,000 to \$80,000. (Original agreement approved by Transportation Commission on April 15, 1986.)
- 6) On July 9, 1987, approved a personal service contract with Soderstrom Architects to provide architectural services on the Equipment and Services Unit Administrative and Storeroom Building No. 11 Roof and the Truck Shop Building No. 26 Roof in Salem beginning July 13, 1987, through November 1, 1987. Cost not to exceed \$5,000.
- 7) On July 10, 1987, approved a funding agreement with the Geological Survey, U.S. Department of the Interior, for floodway analysis work in Douglas County, Pass Creek "B" Street Bridge.
- 8) On July 13, 1987, established 45 MPH speed zones on the Cascade Highway South No. 160 in Oregon City, Clackamas County, including a 20 MPH speed zone when children are present. Rescinds Speed Zone Order No. 720 dated March 3, 1976. (See Speed Zone Order No. 949.)
- 9) On July 15, 1987, approved an amendment to a worksite contract with the Employment Division to have Youth Conservation Corps participants work on Interstate 84 and Interchanges from Arlington to Hood River in The Dalles area beginning June 15, 1987, through July 24, 1987. Amendment increases the amount \$1,000 for a total contract amount of \$6,910. (Employment Division will reimburse the Highway Division for the total amount.)
- 10) On July 16, 1987, signed a supplemental agreement with CH2M-Hill Northwest, Inc. for the preliminary engineering project on the South Slough (Charleston) Bridge in Coos County. Supplement adds work to project scope and increases total cost by \$19,700.50. (Original agreement approved by Transportation Commission on May 15, 1984.)

EXHIBIT B

MINUTES OF August 25, 1987

- 11) On July 21, 1987, signed Addendum No. 3 to a personal service contract with Howard, Needles, Tammen and Bergendoff for preliminary engineering on the Hayesville-Battle Creek Interchange Section of Pacific Highway in Marion County. Addendum amends workscope for additional archaeological testing, extends completion date three months, and increases maximum compensation from \$850,743 to \$867,377. (Original agreement approved by Transportation Commission March 20, 1984.)



Larry W. Rulien, State Highway Engineer

Dated this 31st of July, 1987

7-29-87

EXHIBIT CMINUTES OF August 25, 1987

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

<u>Contractor and Contract No.</u>	<u>Section and County</u>	<u>Acceptance Date</u>
Bend Aggregate & Paving Co. Contract No. 10380	Airport Way-Ochoco Hwy. (Redmond) West Unit Deschutes County	7/6/87
Ameada Mining & Const. Co. Contract No. 9694	Moro-Grass Valley Sherman County	7/7/87
R. L. Coats Contract No. 9774	Lava Butte-Fremont Hwy. Jct. & The Dalles-California Hwy.-Old Shevlin Camp Rd. Deschutes & Klamath Counties	7/7/87
Portable Rock Production Co. Contract No. 10290	Dist. 10 Rock Production Deschutes & Crook Counties	7/7/87
Elte, Inc. Contract No. 10005	Col. River Hwy. Slide Correction (M.P.53.0) Hood River County	7/7/87
Bonstan Const. Co. Contract No. 10157	SE 97th Ave.-SE 122nd Ave., Unit 2 Clackamas County	7/8/87
RDM Constructors, Inc. Contract No. 9568	Chemawa Interchange Marion County	7/9/87
Len Hufford Const. Co. Contract No. 10263	Park Place Bridge Bike Path Clackamas County	7/10/87
Wildish Corvallis Const. Co. Contract No. 9638	Goshen-Cottage Grove Lane County	7/10/87
Ross Bros. Const., Inc. Contract No. 10048	Marquam Bridge-SW Haines Road Multnomah County	7/15/87
Auburn Construction Co. Contract No. 10098	Marquam Creek Bridge Clackamas County	7/20/87
R. L. Coats Contract No. 10058	Redmond Reroute Deschutes County	7/20/87
Oregon Asphaltic Paving Co. Contract No. 9830	SE 199th Ave.-Main Ave. (Gresham) Multnomah County	7/20/87

Report of Action Under Delegated Authority by
Assistant State Highway Engineer
Page 2

EXHIBIT C
MINUTES OF August 25, 1987

<u>Contractor and Contract No.</u>	<u>Section and County</u>	<u>Acceptance Date</u>
Abhe & Svoboda, Inc. Contract No. 9898	Yaquina Bay Br. (Newport) Lincoln County	7/20/87
Oregon Asphaltic Paving Co. Contract No. 9922	SW 65th Ave.-SW Capitol Hwy. Multnomah County	7/20/87
Warren Pacific Corp. Contract No. 9753	Fremont Bridge Multnomah County	7/20/87
J. C. Compton Contract No. 10218	Region 4 Recycle Projects Various Counties	7/28/87
Bob Angell, Inc. Contract No. 10133	M.P. 57.00-John Day/Burns Hwy. Grant County	7/28/87
Auburn Construction Co. Contract No. 10123	Senecal Creek Bridge Marion County	7/28/87
Coastal Coatings Contract No. 10180	S. Yamhill River Bridge Yamhill County	7/28/87
W. R. Grasle Co. Contract No. 10003	Gladstone Intch. (Gladstone) Clackamas County	7/28/87
Douglas S. Coats Contract No. 10174	Malheur River (Red) Bridge Malheur County	7/28/87
Copeland Paving, Inc. Contract No. 10201	Redwood Hwy. Spur @ Beacon Dr. (Grants Pass) Josephine County	7/28/87

EXPENDITURE RECAP

	<u>ABOVE PROJECTS</u>	<u>FY TO DATE</u>
Original Authorization	\$ 31,976,767.19	\$ 178,785,940.40
Anticipated Costs	\$ 38,104,235.15	\$ 191,445,267.45
% Overrun (Underrun)	+19.2%	+7.1%

August 6, 1987

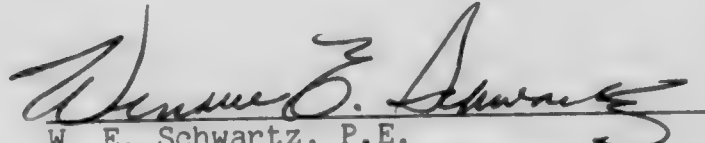

W. E. Schwartz, P.E.
Asst. State Highway Engineer

EXHIBIT D

MINUTES OF August 25, 1987

AUGUST 1987

TO: OREGON TRANSPORTATION COMMISSION

SUBJECT: REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY

Under delegated authority to the Highway Engineer (Delegation Order No. 23) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager, (Administrative Order No. 33), the following actions were taken.

- 1) Right of Way Service Agreement No. 313 - C&A 8677- North River Road - Windsor Island Rd. Sec. - Olson Street - Marion County - City of Keizer. The required deposit of \$80,000 will be deposited in funds to the Local Government Investment Pool. Approved 6-01-87.
- 2) ODOT Agreement No. RR-1265 - Service Contract 87-13 with Southern Pacific Transportation Co. for the installation of traffic pre-emption circuit, and rubber crossing at the grade crossing at Fifth and Main Streets and the Siskiyou Branch at the SPTC (OPUC Crossing No. C-755.44-C) for a total estimated cost of \$108,915. Approved 7-10-87.
- 3) Right of Way Service Agreement No. 315 - E&A 8692 Irving (Walluski Loop Road) Bridge No. 1116 - Clatsop County - Approved 5/13/87
- 4) Right of Way Service Agreement No. 319 - C&A (515-2534) Indian Cr.-Carberry Road - Jackson County - Approved 7/9/87.
- 5) Right of Way Service Agreement No. 318 - C&A 8122 - Allen Blvd.-Greenway (Hall Blvd.) Section- Hall Blvd. - Washington County - City of Beaverton - Approved 7/6/87.
- 6) Right of Way Service Agreement No. 320 - C&A No. 9220 - Rental Evaluation Studies - Oregon Military Department - Camp Withycombe & Rilea. Approved 7/16/87.
- 7) Sale of 48,614 s.f. excess property located at Chemawa Rd.- Hickory Street Section - Salem parkway Highway - Marion county for a minimum consideration of \$34,100. File 44570. Approved 7/23/87 (23-43) Admin. Order 33.
- 8) Sale of 3.56 acres m/l excess property at S. Pacific RR Overcrossing Section - Cascade Hwy. - Clackamas County for a minimum consideration of \$930,000. File 21880. Approved 7/29/87. (23-43) Admin. Order 33.

EXHIBIT D

MINUTES OF August 25, 1987

Oregon Transportation Commission
August 1987
Page 2

- 9) Sale of 8.02 acres excess property at S. Pacific RR Overcrossing Section - Cascade Hwy. - Clackamas County for a minimum consideration of \$360,000. File 21880 and 53729. Approved 7/28/87 (23-43) Admin. Order 33.
- 10) Sale of 3,270 s.f. excess property at Clackamas R. - West Linn Section - East Portland Freeway - Clackamas County for a minimum consideration of \$1,000. File 41599. Approved 7/29/87 (23-43) Admin. Order 33.
- 11) Deed completes the agreement dated December 19, 1973 and supersedes the relinquishment signed by J. B. Boyd on May 20, 1987. Steel Bridge - S.W. Sheridan Street Sec. (S.W. Harbor Way) Pacific Hwy. - Multnomah County. Files 8169 & 11281.
- 12) Indenture of Access with Rex Timber, Inc. on the westerly side of the Powers Jct. - Sugarloaf Section of the relocated Coos Bay-Roseburg Hwy. File 31343. Approved and signed June 29, 1987.

N.W. NICOLAI ST.-W. FREMONT INT. SEC - COLUMBIA R. HWY. - MULT. CTY.

42107 Aratex Services, Inc. \$139,364 - App. 6/26/87

SUPERIOR ST. - VISTA AVENUE SECTION - PACIFIC EAST HWY. - MARION CY.

53996 James L. & Merry M. Morrison \$ 9,000 - App. 6/30/87

WILLIAMSON R.-MODOC POINT SEC. - THE DALLES-CALF. HWY. - KLAMATH CY.

55378 Williams Enterprises \$ 850 - App. 6/30/87

55748 John Robutz \$ 100 - App. 7/10/87

56667 Barbara Jean Toole \$ 3,175 - App. 6/30/87

UNION/GRAND VIADUCT SECTION - PACIFIC EAST HWY. - CLACKAMAS COUNTY

56154 Josephine M. Harrison \$ 36,500 - App. 6/23/87

EXHIBIT D
MINUTES OF August 25, 1987

Oregon Transportation Commission
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ROCK CREEK BLVD.-T.V. HWY SEC. - 185th AVE. - WASHINGTON COUNTY

55801	Marcella K. Marsh & David J. Kaye	\$ 500 - App. 7/22/87
55802	Lester W. Schultz, Jr. & Serena Schultz and Steven R. Schultz, Conservatorship of Michelle Lee Schultz.	\$ 500 - App. 7/16/87
56203	Wanda Weaver	\$ 1,300 - App. 7/28/87
56213	Paul H. & Eva Schlagel	\$ 2,750 - App. 6/30/87
56217	Ronald D. & Fern Wise	\$ 3,000 - App. 7/16/87
56219	Laura B. Giles	\$ 3,500 - App. 7/22/87
56220	Peter S. & Barbara J. Vassler	\$ 500 - App. 7/16/87
56222	Roy M. & Alice Berg	\$ 2,100 - App. 7/6/87
56226	Allen A. & Jean M. Herkamp	\$ 1,025 - App. 7/29/87
56232	Donald L. & L Arlene Shattuck	\$ 1,800 - App. 7/13/87

ROCK CREEK BRIDGE (BROOKWOOD AVE. SEC.) - BROOKWOOD AVE. - WASH. CY.

56459	William J. Peterson & Raley F. Peterson	\$ 1,550 - App. 7/20/87
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N.W. HARRISON BLVD.-CORVALLIS ECL SEC. - ALBANY-CORVLLS. HWY - BENTON

54827	City of Corvallis	\$ -0- - App. 7/10/87
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S.E. DIVISION-S.E. SCHILLER SECTION - CASCADE N. HWY. - MULTNOMAH CY.

55078	Bitar Brothers, Inc.	\$ 5,100 - App. 7/16/87
55313	Portland Community College	\$ 20,746 - App. 7/2/87
55342	Delbert R. Williams	\$ 10,750 - App. 7/6/87
55344	Louis J. & Barbara Gress	\$ 11,100 - App. 7/6/87

EXHIBIT D
MINUTES OF August 25, 1987

Oregon Transportation Commission
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GREEN SPRINGS HIGHWAY ROCKFALL SEC. - GREEN SPRINGS HWY. - JACKSON CY.

55476 Charles R. & Pauline McKinney \$ 250 - App. 7/6/87
David P. Landry

JOHN DAY RIVER BRIDGE SECTION - LOWER COLUMBIA R. HWY. - CLATOP COUNTY

55686 Randall & Arlene Patterson \$ 200 - App. 7/10/87

12TH ST.-24TH ST. SECTION - MISSION ST. - MARION COUNTY

55966 Mildred J. Kightlinger \$ 13,250 - App. 7/10/87

56082 Ethel L. Moody \$ 9,460 - App. 7/2/87

QUEEN AVE.-CORVALLIS/LEBANON HWY. SEC. - ALBANY-JCT. CITY HWY. - LINN

56666 First Interstate Bank \$ 250 - App. 7/6/87

QUEEN AVE.-CORVALLIS SEC. - ALBANY-JUNCT. CITY HWY. - LINN CTY.

54663 Acorn Associates \$ 17,400 - App. 7/13/87

55437 Land West Development, Inc. \$ 11,100 - App. 7/16/87

56519 Sharon McVay \$ 1,175 - App. 7/22/87

BRIDGEPORT ROAD SEC. - BEAVERTON-TUALATIN HWY. - WASHINGTON CTY.

55066 Benjfran Development, Inc. \$ 2,150 - App. 7/29/87

55097 Fern L. Fairbanks \$ 175 - App. 7/13/87

56173 Benjfran Development, Inc. \$ 500 - App. 7/29/87

HOOVER HILL ROAD SEC. - COOS BAY-ROSEBURG HWY. - DOUGLAS COUNTY

55928 William T. Schattenkerk \$ 1,350 - App. 7/13/87

KOKEEL KANU KLUB SL. SEC.-GRAVEL FORD-SITKUM RD. (CY. RD. NO. 1C) COOS

55943 Kokeel Kanu Klub \$ 1,000 - App. 7/16/87

EXHIBIT D

MINUTES OF August 25, 1987

Oregon Transportation Commission
August 1987
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WILLIAMSON R.-MODOC POINT SEC. - THE DALLES-CAL. HWY. - KLAMATH CY.

55381	Dale R. & Teresa M. Awrey	\$	1,000 - App. 7/16/87
55385	Juanita A. McClellan &	\$	3,050 - App. 7/20/87
55732	Henry C. Spicer & Jeanne Spicer and Charles H. Spicer	\$	100 - App. 7/16/87
55738	Frank R. & Mary J. Walker	\$	100 - App. 7/16/87
55740	Elmer M. & Alice Skillingsstad	\$	100 - App. 7/16/87
55741	Charles H. Spicer	\$	100 - App. 7/16/87

SCHOOL HOUSE CREEK-CECIL SEC. - HEPPNER HWY. - MORROW COUNTY

56086	Eugene S. Logan	\$	250 - App. 7/22/87
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LINWOOD-S.E. 82ND AVE. SEC. - HARMONY ROAD HWY. - CLACKAMAS COUNTY

56407	Melvin L. Vandermost	DONATION	App. 7/22/87
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S.E. 182ND AVE.-BIRDSDALE AVE. SEC. - MT. HOOD HWY. - MULTNOMAH CY.

54245	Raymond & Lucille Bechtoldt	\$	150 - App. 7/30/87
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OSWEGO HWY. @ MCKILLICAN/HOOD SEC. - OSWEGO HWY. - CLACKAMAS COUNTY

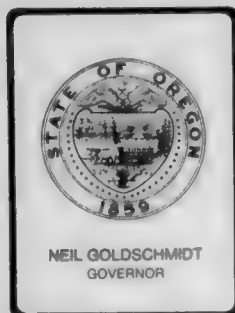
56016	Elvena L. Barry	\$	200 - App. 7/29/87
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K. FALLS-MALIN HWY. @ LOWER KLAMATH L. HWY. - K. FALLS-MALIN - KLAMATH

56679	John A. & Beverly M. Negrevski	\$	100 - App. 7/24/87
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Dated this 3rd day of August, 1987


Steven Green, Right of Way Manager

EXHIBIT EMINUTES OF August 25, 1987

Department of Transportation

PARKS AND RECREATION DIVISION

525 TRADE STREET SE, SALEM, OREGON 97310

TO: Oregon Transportation Commission

SUBJECT: Report of Action Under Delegated Authority by
State Parks Administrator

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to plans and specifications, during the 1985-87 biennium.

<u>Contractor and Contract Agreement No.</u>	<u>Park</u>	<u>Acceptance Date</u>
Koffler Constructin #57-85	Ft. Stevens	7-14-85
Horton Brothers #63-85	Harris Beach	7-30-85
Evergreen Remodeling #52-85	Unity Lake	8-8-85
Upper Valley Builders #132-85	Harris Beach	10-15-85
Precision Sealing & Video Systems #158-85	Bullards Beach	10-21-85
Upper Valley Builders #130-85	Humbug Mt.	11-22-85
Upper Valley Builders #131-85	Bullards Beach	11-22-85
R.R. Smith #127-85	Wallowa Lake	4-17-86
VPC, Inc. #26-87	Shore Acres	6-5-87
M.L. Holmes #15-86	Lost Creek	6-13-86



EXHIBIT E

MINUTES OF August 25, 1987

Department of Transportation

PARKS AND RECREATION DIVISION

525 TRADE STREET SE, SALEM, OREGON 97310

TO: Oregon Transportation Commission

FROM: David G. Talbot
State Parks Administrator

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized the State Parks Administrator, or his designate, in an official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith, the Parks Administrator or his designate has approved the following actions and report them for your official records.

On July 8, 1987, approved Walt Tschudy's request to expand Clackamas County's surface mining within the Clackamas River Scenic Waterway in Clackamas County.

On July 17, 1987, approved Brannen Bates' request to construct a single family residence within the Clackamas River Scenic Waterway in Clackamas County.

On July 17, 1987, approved Thom and Annette Powell's request to construct a single family dwelling within the Clackamas River Scenic Waterway in Clackamas County.

On July 20, 1987, approved Twickenham Partners' request to construct a farm house within the John Day Scenic Waterway in Wheeler County.

On July 27, 1987, approved Mr. & Mrs. Edward Hart's request to improve a road within the Deschutes River Scenic Waterway in Jefferson County.

Dated this 6th day of August, 1987



David G. Talbot, State Parks Administrator

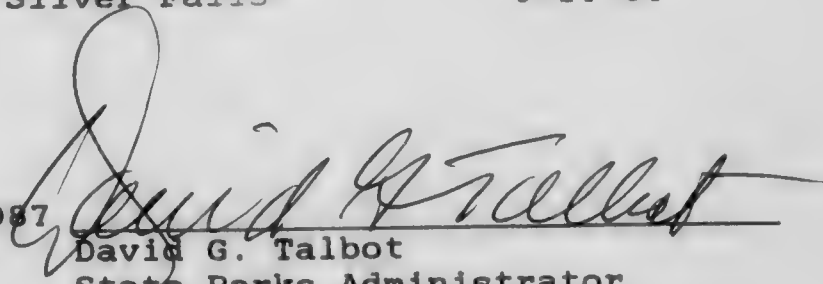
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EXHIBIT E

MINUTES OF August 25, 1987

<u>Contractor and Contract Agreement No.</u>	<u>Park</u>	<u>Acceptance Date</u>
Upper Valley Builders #05-86	Bullards Beach	6-13-86
Chambers Plumbing & Heating #169-85	Bullards Beach	7-3-86
Michael Becker #13-86	Beverly Beach	7-8-86
North Santiam Paving #39-86	Willamette Mission	10-17-86
Michael J. Donahue #14-86	Cove Palisades	10-20-86
Laskey-Clifton Corporation #55-86	William Tugman	10-23-86
Kerry Randall Const. #82-86	Koberg Beach	11-14-86
JBS Construction #125-86	Bandon	12-19-86
Ron Kaufmann #28-87	William Tugman	4-27-87
Neil Quade #19-87	Beverly Beach	5-8-87
Neil Quade #68-86	Fogarty Creek	5-29-87
Pacific Land Construction #22-87	Golden & Silver Falls	6-8-87
Evergreen Remodeling #15-87	Bridal Veil	6-15-87
Tom Doran #31-87	Silver Falls	6-17-87

July 31, 1987


 David G. Talbot
 State Parks Administrator

REPORT OF CASES FILED BY AND AGAINST THE DEPARTMENT OF TRANSPORTATION

L-9098 - Vonn and Cynthis Valcarcel v. State of Oregon acting by and through its Department of Transportation. This is a complaint for damages trespass to real property and negligence. The plaintiff's own land in Baker County in the community of Pine. Their property was damaged as a result of a flash flood. The plaintiffs feel that the Highway's method of maintaining the highway channeled and directed the water, rocks and debris upon the plaintiff's property and they are seeking \$50,000.00 in damages. The allegations of negligence relate to maintaining an inadequate culvert, placing a guardrail in such a way that it directed the debris onto their land and failing to take adequate precautions to prevent water from the flash flood from reaching their property. The matter has been referred to the Trial Section of the Department for the defense of the Highway Division.

L-9101 - Carolyn Troutman v. David Michael Wright, et al. This case arises out of an accident that occurred on May 19, 1985. A vehicle driven by Marjorie Post collided with the vehicle driven by David Michael Wright. This accident occurred in the County of Jackson. As a result of the collision, the plaintiff was injured and is seeking \$100,000.00 in damages. The alleged negligence of the Highway Division was failure to properly maintain the traffic signal and failure to properly repair the traffic signal at the intersection where the accident occurred. The matter has been referred to the Trial Section of the Department of Justice for the defense of the Highway Division.

REPORT OF CONDEMNATION CASES SETTLED

Defendant	State's Offer	State's Highest Appraisal	Amount of Settlement
Coleman, Harry E. et al L-8968 R-54568	\$ 865.00	\$ 6,750.00	\$ 400.00

Section: S. W. Terwilliger Blvd. - Ladd St. (Lake Oswego)
Highway: Oswego
County: Clackamas

NOTE: Judgment by Default

Webb, Phillip A. et al L-8876 R-54258	\$265,000.00	\$340,000.00	\$368,780.00
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Section: 12th St. S. E. - 24th St. S. E. (Salem)
Highway: Mission Street
County: Marion

EXHIBIT E
MINUTES OF August 25, 1987

REPORT OF CONDEMNATION CASES SETTLED

<u>Defendant</u>	<u>State's Offer</u>	<u>State's Highest Appraisal</u>	<u>Amount of Settlement</u>
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Chappelle, Wanda C. et al L-8944 R-54278	\$105,500.00	\$105,500.00	\$117,500.00
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Section: 12th St. S.E. - 24th St. S. E. (Salem)
Highway: Mission Street
County: Marion

Jarvis, James J. et al L-8917 R-54565	\$ 390.00	\$ 390.00	1,000.00
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Section: S.W. Terwilliger Blvd. - Ladd St. (Lake Oswego)
Highway: Oswego Highway
County: Clackamas

REPORT OF TRIAL OF OTHER CASES - State Plaintiff

<u>Defendant</u>	<u>Cause of Action</u>	<u>Demands of Plaintiff</u>	<u>Verdict or Judgment</u>
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Gregory V. Hector L-8880	Property Damage	\$ 2,936.33	\$ 2,936.33
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Attorney Fees: \$480.00 Court Costs: \$102.70
County: Multnomah
Highway: Willamette 18 - Rt. 58 - MP 53.25

Remarks: License Suspended

REPORT OF TRIAL OF OTHER CASES - State Plaintiff

<u>Defendant</u>	<u>Cause of Action</u>	<u>Demands of Plaintiff</u>	<u>Verdict or Judgment</u>
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Edward T. Pierce L-8724	Property Damage	\$ 431.02	\$ 431.02
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\$140.00 has been paid.

Attorney Fees: \$130.00
County: Clatsop
Highway: 101 Coast 9 - MP 100.80

Remarks: License Suspended

EXHIBIT E
MINUTES OF August 25, 1987

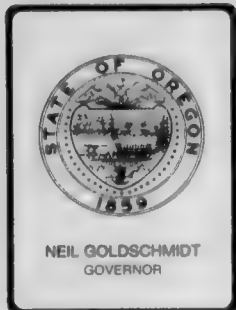


EXHIBIT 6

MINUTES OF August 25, 1987

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 13, 1987

In Reply Refer to
File No.

INT

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report
Actions Taken Under Delegated Authority

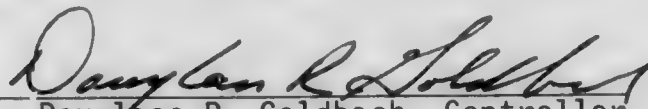
Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On July 14, 1987, \$4,109,947.47 was distributed to the counties as their share of motor vehicle revenues for the month of June, 1987.

On July 14, 1987, \$2,492,180.40 was distributed to the cities for the month of June, 1987.

(Lists of apportionments on file in Commission Files, Salem).

Dated this 13th day of July, 1987


Douglass R. Goldbach, Controller
Highway Division

Attachments

cc: Bob Bothman
John Elliott

MINUTES
OF THE
OREGON TRANSPORTATION COMMISSION MEETING
HELD ON
SEPTEMBER 15, 1987

On September 15, 1987, at 8 a.m., the Commission met in Harris Hall, Courthouse/Public Service Building (125 East 8th Street) in Eugene for an agenda review. (Notice of the agenda review had been made by press release to newspapers of local and general circulation.)

On September 15, 1987, the Oregon Transportation Commission held its regular monthly meeting in Harris Hall, Courthouse/Public Service Building (125 East 8th Street) in Eugene beginning at 9:05 a.m. Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State. Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
David F. Bolender, Member
Cynthia J. Ford, Member
Robert N. Bothman, Director of Transportation
Gary Potter, Director of Administration
John Elliott, Special Assistant to the Director, Office of Public Affairs
David Talbot, Administrator of Parks and Recreation Division
Paul Burket, Administrator of Aeronautics Division
Dennis Moore, Administrator of Public Transit Division
Larry W. Rulien, State Highway Engineer
W. E. Schwartz, Assistant State Highway Engineer, Operations Branch
Don Adams, Assistant State Highway Engineer, Project Development Branch
James J. Gix, Region 3 Engineer
Dale Wilken, Division Administrator, Federal Highway Administration
Jack Graham, Manager, Administrative Services

There were other staff persons present, including members of the news media.

Mayor Brian Obie welcomed the Commission to Eugene and briefly outlined the activities for the day. (See activities list in Commission's files, Salem.)

Commissioner Bolender moved for approval of the following consent calendar items. The motion carried unanimously by the Commission.

- 1) Minutes of the Commission meeting of August 25, 1987.
- 2) Adopted resolution declaring necessity of certain real property for public purposes and authorizing condemnation. ("Real Property Condemnation Resolution No. 2790" in Commission's files, Salem.)

- 3) Supplemental Agreement No. 1 with Metropolitan Service District for planning in the Portland area. Supplement authorizes the expenditure of \$38,525 of Highway Planning and Research Funds for use in fiscal year 1988. (Authorized State Highway Engineer to sign Supplement.)
- 4) Authorized increases in project authorizations on the following contracts:
 - a) Contract No. 10,416, Westbridge Slide Section, Coos Bay-Roseburg Highway, Douglas County, in the amount of \$245,800 (23% increase).
 - b) Contract No. 10,252, Nestucca River Woods Bridge, Ferry Street Road, Tillamook County, in the amount of \$49,800 (6% increase).
 - c) Contract No. 10,134, N.W. Glisan Street-N.W. Couch Street (Portland) Section, N.W. Front Avenue, Multnomah County, in the amount of \$310,700 (18.7% increase).
 - d) Contract No. 10,331, Fossholm St.-"C" St. (Silverton) Section, McClaine Street, Marion County, in the amount of \$16,000 (13.8% increase).
- 5) Authorized applying for and expending funds from the Federal Railroad Administration for an entitlement grant of \$50,000 with a total expenditure of \$71,430 for funding to continue the State Rail Planning Program. (Authorized Director to sign grant agreement with Federal Railroad Administration.)
- 6) Oregon's continued participation in the development of the bridge design system by authorizing payment of \$28,000 and the enhancement and maintenance of the road design system/interactive graphics road design system by authorizing payment of \$42,500 to AASHTO for the period July 1, 1987, through June 30, 1988. (Authorized State Highway Engineer to sign supplemental agreements with AASHTO.)

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission files in Salem.)

Chairman of Commission	Exhibit A
Vice Chairman of Commission	Exhibit B
Director of Transportation	Exhibit C
State Highway Engineer	Exhibit D
Assistant State Highway Engineer	Exhibit E
Right of Way Manager	Exhibit F
Chief Counsel	Exhibit G
Highway Controller	Exhibit H

The Commission unanimously confirmed their next meeting date of October 20, 1987, in Salem at 9 a.m., with a dinner the preceding evening. A tentative date was set by the Commission for November 16 and 17, 1987, in Astoria.

Mr. Bothman mentioned a workshop for the Commission and staff on November 3 and 4, 1987, at Silver Falls Park to discuss Commission objectives.

Mr. Bothman announced that the American Society of Civil Engineers presented a plaque to the Department and Tri-Met for the Banfield Transitway Project as the Outstanding Civil Engineering Achievement in the Pacific Northwest. The plaque is on display at the Pioneer Courthouse Square in Portland.

Mr. Bothman recognized Christine Larson, Councilor for the City of Springfield, for her work on the Local Officials Advisory Committee. He stated she was the first female member and the first female chairperson of that Committee. He also mentioned her work and support on the Roads Finance Study.

Mr. Bothman mentioned that the Commission had authorized at the last meeting selling \$80 million in highway bonds to help fund the \$200 million Modernization Program. He said approval was given for the underwriter to place the bonds on the market at 6.84% with a total cost of 7.01% to the State.

Mr. Elliott reported that the State's new license plate design contest has generated an unexpected level of interest. He said in the first ten days of the contest 500 entries were received. In addition, he said 48 schools representing about 4,000 students have requested entry forms and the contest has received extensive media coverage throughout the State. He recommended the following panel of judges for the contest as mandated by Senate Bill 355:

(Continued on next page)

Two Artists:

Joseph Erceg
Antonio Díez

Two Traffic Officers:

Major David F. Quillin
Robert DeuPree

Three Members at Large:

Eloise MacMurry
State Senator Frank Roberts
Alex Tilson and Jim Harris
(Serve jointly as one vote)

Commissioner Bolender moved for approval of the judges and the motion carried unanimously by the Commission.

Mr. Moore reported that the eighth conference on Rural Public Transportation held in Ashland August 30 through September 2, 1987, was a success. He said the conference not only was an exchange of expertise among 350 participants but it also helped Oregon's economy.

Mr. Burket requested approval of an amendment to the Federal Aviation Administration's airport improvement grant for construction of the Wasco State Airport. He explained this increased the grant from \$566,000 to \$612,445. He said the increase is due to an unforeseen amount of rock work and unanticipated drainage. He also requested authority to sign the amended grant and any other documents pertinent to the grant amendment. Vice Chairman Whitty moved for approval of the requests and the motion carried unanimously by the Commission.

Mr. Burket explained that it is necessary to adopt a temporary rule amending OAR 738-30-010 to OAR 738-30-025 regarding commercial activity on State-owned airports. He said the rule has been in effect since January 1981 and recent events at two State-owned airports have emphasized the necessity to make changes to the rule as soon as possible. A request to make these changes permanent will be brought back to the Commission within 180 days. Commissioner Ford moved for adoption of the rule and the motion carried unanimously by the Commission. See "Aeronautics Administrative Rule No. 4B" in Commission's files, Salem, for details of amendment. Temporary rule was filed with the Secretary of State on September 17, 1987, and effective that date. The rule will be published in the Secretary of State's Administrative Rule Bulletin.

Mr. Talbot requested approval of a contract with Benkendorf Association to conduct a coastwide beach access planning project in the amount of \$42,000. He explained that the study is to produce a coordinated city, county, and State plan for access to the ocean beaches. Commissioner Bolender moved for approval and the motion carried unanimously by the Commission. The Commission also granted authority for the Parks Administrator to sign the contract.

Mr. Talbot requested authority to appear before the Emergency Board for an increase in the Parks' expenditure limitation in the amount of \$32,046 for staff support to participate in coordinated State agency review of the U.S. Forest Service's National Forest Plan now in progress. He explained that the level of participation was not anticipated when putting together the 1987-89 budget request, but has since been directed by the Governor and the Legislature. Parks' share in the cost of the State's forest planning coordinator is \$16,355.25 and the remainder of the expenditure limitation increase will allow Parks to hire a temporary, part-time staff member to work on the project. Vice Chairman Whitty moved for approval of the request and the motion carried unanimously by the Commission.

Mr. Rulien introduced Larry Asburry, District Maintenance Supervisor, who handles maintenance activities in the Lane County area.

Mr. Asburry reviewed their accomplishments for District 5 over the past four years. He said the surface has been upgraded on 95+ miles of State highways and he urged that the Commission continue the Surface Preservation Program.

Mr. Gix handed the Commission Region 3's newsletter. (Copy in Commission's files, Salem.) He gave an update of the activities in Region 3. He advised the Commission of an accident involving a truck that collided with the underside of Lone Rock Bridge on the North Umpqua Highway east of Glide. The bridge repairs are estimated between \$200,000 and \$500,000 and will increase the bridge clearance. He said the repair expense will be paid by the trucking company.

In addition, Mr. Gix said there are 31 projects in Region 3 under contract for a total of about \$60.5 million and about 70% of the projects are complete.

Mr. Gix also mentioned that the jurisdictional trade of highways with Douglas County has been very satisfactory. He explained the advantages of transferring from the State to the county systems. He felt that there was an improved level for both systems.

Mr. Rulien requested the addition of the following projects to the Six-Year Highway Improvement Program and the authority to sign the necessary agreements. Commissioner Bolender moved for approval and the motion carried unanimously by the Commission.

(Continued on next page)

SECTION: O'xing (Comstock Frontage Road) Bridge #7584A
HIGHWAY: Pacific
COUNTY: Douglas
PROGRAM YR: 1987
FUNDING: I-4R
Total Estimated Cost: \$ 165,000

DISCUSSION: Irregular deck grades and the effects of high truck loads have adversely impacted the life span of the overcrossing. These effects can be mitigated by smoothing out the deck profile with the proposed overlay.

IMPACT: A small reduction in I-4R funds offset by the extended life of the structure.

SECTION: Fred Meyer Access (Grants Pass)
HIGHWAY: Redwood Highway Spur
COUNTY: Josephine
PROGRAM YR: 1988
FUNDING: Developer
Total Estimated Cost: \$ 220,000

DISCUSSION: A new access has been granted to the Redwood Highway Spur for the Fred Meyer Corporation, which has begun construction on a store. This will require the installation of a traffic signal and right-turn refuge to facilitate traffic.

IMPACT: All construction costs will be borne by the developer.

SECTION: Grants Pass Shopping Center & Litton Industries Access
HIGHWAY: Redwood Highway Spur
COUNTY: Josephine
PROGRAM YR: 1988
FUNDING: Developer
Total Estimated Cost: \$ 300,000

DISCUSSION: A new access has been granted to the Redwood Highway Spur for the Grants Pass Shopping Center and Litton Industries. This will require the installation of a traffic signal and left-turn refuge and other improvements to facilitate traffic.

IMPACT: All construction costs to be borne by the developer.

Chairman Hollern instructed Mr. Rulien to explain the State's policy on tree cutting and vegetation removal on highway right of way at the October Commission meeting.

There being no further business to discuss, the formal meeting was adjourned by Chairman Hollern at 9:47 a.m.

At 9:55 a.m., a workshop was held attended by staff and members of the Transportation Commission in Harris Hall South concerning anticipated revenue for the ten-year highway program.

Mr. Rulien recalled that the Commission at the August 25, 1987, workshop had asked the staff to develop a ten-year program that:

- 1) Includes the entire highway program.
- 2) Sets aside approximately \$300 million for modernization out of House Bill 2112 revenue (including a \$5 million a year reserve fund).
- 3) Investigates ways to provide focus for House Bill 2112 modernization revenue.

Mr. Rulien and Mr. Royer displayed flip charts which showed the following information: (See handout document, identical to flipcharts, in Commission's files, in Salem.)

- 1) Anticipated highway revenue for the ten-year period 1988-1997 at a total of \$3.55 billion.
- 2) Proposed highway program:

(Dollars in millions)

Modernization	\$1050
Preservation/Operations	\$ 763
Maintenance	\$1136
Bond Payoff	\$ 165
Other	\$ 436
Total	\$3550

- 3) Modernization Types:
 - a) Add lanes to relieve congestion
 - b) Add width to improve standards
- 4) Proposed 10-year Program Results
- 5) Focusing Alternatives:
 - a) Total System
 - b) Get ya there
 - c) Five corridors

(Continued on next page)

d) Trucks

e) US101

f) US97

There was discussion by the Commission of the above alternatives for providing a focus for the \$300 million House Bill 2112 Funds. (See Mr. Rulien's letter to Commission dated September 9, 1987, in Commission files, Salem, for further information.)

The workshop adjourned at 10:30 a.m. to be continued later in the day when time permitted. (See below)

At 11 a.m., the Commission and staff participated in the Sixth-Seventh Avenues Improvement Project dedication ceremony at Washington-Jefferson Park on 6th Avenue.

(Notice of the dedication, lunch, tour, and dinner had been made by press release to newspapers of local and general circulation.)

At 12 noon, the Commission had lunch at the Hellman Room of the Eugene Conference Center with the Cities of Eugene and Springfield, Lane County, and other business leaders from that area. A video was shown of the State highway projects in the Eugene-Springfield Metropolitan area. (See list in Commission's files, Salem.)

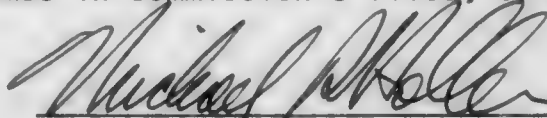
At 2:30 p.m., the Commission, Executive Staff, and officials from the Cities of Eugene and Springfield and Lane County toured highway projects in the Eugene-Springfield area. (See list of projects in Commission's files, Salem.)

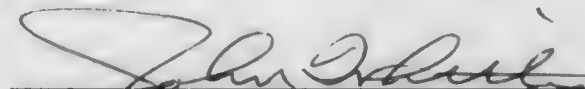
After the tour, the Commission and staff continued their workshop to discuss the anticipated revenue for the ten-year highway program. The Commission instructed the staff to proceed with the following guidelines in developing the Six-Year Highway Improvement Program update:


- 1) That the "Get Ya There" option be changed to "Access Oregon".
- 2) That the section from the Mount Hood Highway to Hood River and from Madras to the Washington State Line be dropped from the Access Oregon option. Oregon 58, Oregon 38, and a short section from I-5 to US99W should be added to this option. These routes should serve as the basis for the Access Oregon Plan.
- 3) Develop a way to demonstrate the impact that a referral of House Bill 2112 would have on the Six-Year Program.

The workshop adjourned at 5:30 p.m.

At 7 p.m., the Commission and Executive Staff attended a dinner at BJ's Restaurant, 44 East 7th, Eugene, with officials from the City of Eugene, City of Springfield, Lane County, Chambers of Commerce, contractors, Lane Transit District, and other business leaders in that area. (See list of names in Commission's files, Salem.)


Michael P. Hollern, Chairman


John Whitty, Vice Chairman


David F. Bolender, Commissioner


Cynthia J. Ford, Commissioner


Commission Services


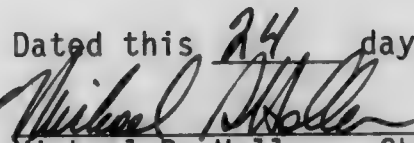

Robert F. Duvall, Commissioner

EXHIBIT A
MINUTES OF 9/15/87

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Action Taken Under
Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the action listed below and report this action for your official records:

On August 3, 1987, approved interagency agreements with the Executive Department for the Employee Assistance Program for all Divisions for the period beginning July 1, 1987, through June 30, 1989.

Dated this 24 day of August, 1987

Michael P. Hollern, Chairman
Oregon Transportation Commission

8-10-87

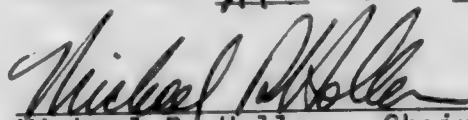
EXHIBIT A
MINUTES OF 9/15/87

TO: Oregon Transportation Commission
SUBJECT: Report of Action Taken Under Delegated
Authority

By your duly adopted delegated order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

- 1) Agreement with Scappoose Rural Fire Protection District for installation of a fire station signal on the Lower Columbia River Highway at M.P. 21.15. Project costs will be shared equally between State and District. Upon project completion, State will pay for and maintain the signal, and District will pay for all electrical costs. Estimated cost not to exceed \$10,000. (Authorize State Highway Engineer to sign agreement.)

Dated this 24 day of August, 1987



Michael P. Hollern, Chairman
Oregon Transportation Commission

8-19-87

APPROVED


STATE HIGHWAY ENGINEER

Date 8/24/87

EXHIBIT B
MINUTES OF 9/15/87

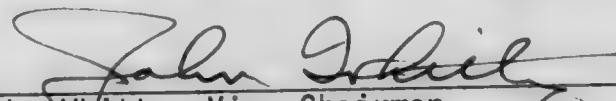
TO: Oregon Transportation Commission

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

Agreement with Bureau of Land Management to provide for an improvement project at the Coleman Flat Safety Rest Area (Alkali Lake) on the Lakeview-Burns Highway, State Primary Highway No. 49, in Lake County. The State shall fund a portion of the rest area improvement up to a maximum of \$7,850. (Authorize State Highway Engineer to sign agreement.)

Dated this 13 day of AUGUST, 1987


John Whitty, Vice Chairman
Oregon Transportation Commission

8-10-87

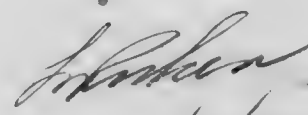

8/11/87

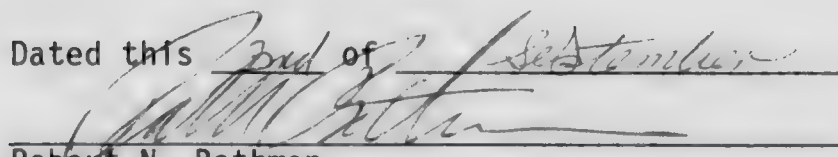
EXHIBIT C
MINUTES OF 9/15/87

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved all the actions listed below and report this action for your official records:

- 1) On August 10, 1987, approved a personal service contract with Focal Point Programs (Rene Tihista) to conduct two sessions of a "Conflict At Work: Job Wars" class on October 6 and 13, 1987, at a cost of \$2,000 for the workshop plus \$12 for each student workbook over the class limit of 26.
- 2) On August 10, 1987, approved a personal service contract with the Richard-Rogers Group (Roger Tunks) to conduct four sessions of a "Managing Excellence: Performance Coaching and Counseling" workshop on January 8, 15, 22 and 29, 1988, at a cost of \$1,450 plus \$25 for each student over the class limit of 25.
- 3) On August 18, 1987, approved a personal service contract with Cross and Names for courses in: Professional and Managerial Development for Women on October 20, and November 17-18, 1987, at a cost not to exceed \$1,500.

Dated this 2nd of September, 1987


Robert N. Bothman
Director of Transportation

8-31-87

EXHIBIT D
MINUTES OF 9/15/87

TO: Oregon Transportation Commission

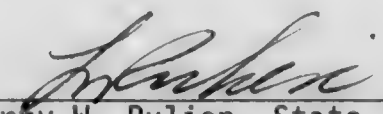
SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I took the following actions and report this for your official records:

- 1) On July 31, 1987, established a 35 MPH speed zone on The Dalles-California Highway No. 4 in the Community of LaPine from 200 feet north of First Street to 0.25 mile south of Morson Street in Deschutes County, including a 20 MPH speed zone when children are present. Rescinds Speed Zone Order No. 799, dated February 6, 1979. (See Speed Zone Order No. 950.) (Approved by Don Adams for State Highway Engineer.)
- 2) On July 31, 1987, established 45 MPH and 35 MPH speed zones on the Mist-Clatskanie Highway No. 110 south of Eastman Road to the Nehalem Highway No. 102 in Columbia County, including a 20 MPH speed zone when children are present. Rescinds Speed Zone Order No. 712, dated December 9, 1975. (See Speed Zone Order No. 951.) (Approved by Don Adams for State Highway Engineer.)
- 3) On August 14, 1987, established a temporary speed zone of 30 MPH on the Coos River Highway No. 241 from the west end of Catching Slough Bridge (M.P. 2.14) to the east end of Catching Slough Bridge (M.P. 2.31) in the City of Coos Bay and Coos County. Speed zone will be in effect until the repair work on the bridge is completed, but not longer than March 1, 1988.
- 4) On August 3, 1987, approved payment of 1987 annual dues for membership in various local utility coordinating councils at an estimated cost of \$2,322. Participation by the Highway Division in the local utility coordinating councils is an important factor in maintaining a close liaison with utility personnel. The continued liaison with utilities aids greatly in obtaining prompt response to relocation requests. Some of the dues include part or all of the cost of the Utility Notification System, which is a useful communication tool in advising owners of buried utilities of proposed excavations. This permits timely location and marking of buried facilities and reduces damage.

EXHIBIT D
MINUTES OF 9/15/87

- 5) On August 12, 1987, approved a personal service contract with Garth Edwards for an art project to be placed in the East Portland Motor Vehicles Division Drive Test Center at a cost not to exceed \$1,500 to be completed by October 31, 1987.
- 6) On August 12, 1987, signed an amendment to a personal service contract with Sverdrup Corporation for the inspection report and machinery rehabilitation design of the lift spans of the northbound and southbound Columbia River (Interstate) Bridges. The amendment states that the contractor shall be reimbursed for travel expenses in the amount of \$1,500 of which this amount is included in the total contract amount of \$39,387. (Original con- approved by Transportation Commission on June 23, 1987.)
- 7) On August 14, 1987, approved a letter agree- ment with the Oregon Commission on Public Broadcasting allowing them to install two eight-foot diameter microwave dishes and one television translator antenna at Fall Mountain communications facility near John Day.
- 8) On August 14, 1987, approved the annual pro- gram for grooming of snowmobile trails for the period July 1, 1987, through June 30, 1988, in cooperation with the Oregon State Snowmobile Association. (Agreement dated June 3, 1986, authorizes State Highway Engineer to approve program.)
- 9) On August 14, 1987, signed Supplemental Con- tract Agreement No. 3 with CH2M/Hill Northwest, Inc. for engineering services on the Greeley Ramp-N. Banfield Interchange Section of the Pacific Highway (I-5) in Multnomah County. This supplement increases the project scope and total cost by \$9,681.91 to a new maximum amount of \$479,255.66. Calendar days are increased by 80 for a total of 533 calendar days. (Original agreement approved by Trans- portation Commission on March 20, 1984.)



Larry W. Rulien, State Highway Engineer
Dated this 4th of September, 1987

EXHIBIT D
MINUTES OF 9/15/87


TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

- 1) Work on the NW Harrison Boulevard-Corvallis E.C.L. Section of the Albany-Corvallis Highway in Benton County. Bids received on July 23, 1987. Contract No. 10,479 awarded on August 14, 1987, to Wildish Corvallis Construction Co., Eugene, at \$706,427.50.
- 2) Work on Crabtree Creek (Bohemian Hall) Bridge Section of Richardson Gap Road in Linn County. Bids received on July 23, 1987. Contract No. 10,482 awarded on July 30, 1987, to Douglas S. Coats, Inc., Bend, at \$399,233.25.
- 3) Work on the Densmore Corner-Scio Section of Jefferson-Scio Drive in Linn County. Bids received on July 23, 1987. Contract No. 10,483 awarded on August 6, 1987, to Morse Bros., Inc., Lebanon, at \$205,007.30.
- 4) Work on the Halsey-Harrisburg Section of the Albany-Junction City Highway in Linn County. Bids received on July 23, 1987. Contract No. 10,484 awarded on July 30, 1987, to Morse Bros., Inc., Lebanon, at \$2,232,191.10.
- 5) Landscaping on the Greeley Avenue Connection to I-5 Section of the Pacific Highway in Multnomah County. Bids received on July 23, 1987. Contract No. 10,485 awarded on July 30, 1987, to Ben Fox, Inc., Milwaukie, at \$60,367.
- 6) Work on the Farmington Highway at Rood Bridge Road in Washington County. Bids received on July 23, 1987. Contract No. 10,486 awarded on July 31, 1987, to Baker Rock Crushing Co., Beaverton, at \$129,133.44.

EXHIBIT D
MINUTES OF 9/15/87

- 7) Work on the Tualatin Valley Highway at SW Murray Boulevard in Washington County. Bids received on July 23, 1987. Contract No. 10,487 awarded on July 31, 1987, to Baker Rock Crushing Co., Beaverton, at \$552,043.44.



Larry W. Rulien, State Highway Engineer
Dated this 4th of September, 1987

8-31-87

EXHIBIT E
MINUTES OF 9/15/87

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

<u>Contractor and Contract No.</u>	<u>Section and County</u>	<u>Acceptance Date</u>
West Coast Contractors, Inc. Contract No. 10364	S. Slough (Charleston) Fishing Dock Coos County	August 10, 1987
Linneo Electric Co. Contract No. 10332	River Rd. N. at Lockhaven Dr. (Keizer) Marion County	August 10, 1987
Dirt and Aggregate Intch. Contract No. 10354	Vance Creek Rest Area- Starr Ridge Grant County	August 10, 1987
LT Contractors, Inc. Contract No. 10282	Burlington-Willbridge Multnomah County	August 11, 1987
M. C. Lininger & Sons, Inc. dba Rogue River Paving Co. Contract No. 10355	Biddle Rd.-Genesee St. Jackson County	August 11, 1987
Auburn Construction Co. Contract No. 9832	Nestucca Rv. (Cloverdale) Bridge Tillamook County	August 14, 1987
Fabricators, Inc. Contract No. 9775	Soam's Curve (Walton) Lane County	August 14, 1987
Mocon Corporation Contract No. 9737	Columbia River Bridge- Umatilla River Umatilla County	August 14, 1987
Ross Bros. Construction Inc. Contract No. 9867	Snake River (Ontario Spur) Bridge Malheur, OR and Payette, ID	August 14, 1987
Douglas S. Coats Contract No. 9918	Greenwood Ave. U'xing at Division Street (Bend) Deschutes County	August 17, 1987
Coral Construction Co. Contract No. 10297	Diamond Hill Interchange- California State Line Various Counties	August 17, 1987

EXHIBIT E
MINUTES OF 9/15/87

Report of Action Under
Delegated Authority
Assistant State Highway Engineer
Page 2

Eugene Sand and Gravel, Inc. Contract No. 10060	Washington St.-High St. Lane County	August 17, 1987
F. E. Ward, Inc. Contract No. 10033	Hassalo St.-Morrison Br. Ramps Multnomah County	August 17, 1987
A-1 Sandblasting & Steam Cleaning Contract No. 10310	N. Fork John Day River (Kimberly) Bridge Grant County	August 18, 1987
Morris P. Kielty, General Contractor, Inc. Contract No. 10328	Kincaid St. at 13th Ave. (Eugene) Lane County	August 18, 1987
Cascade Construction Co. Contract No. 10317	E. Marquam Sts. Project Multnomah County	August 24, 1987
Robert McMullan & Sons Contract No. 10191	Sandy River Bridge Multnomah County	August 28, 1987
Hamilton Construction Co. Contract No. 10129	Necanicum R. (Seaside) Bridge Clatsop County	August 28, 1987
Benge Construction Co. Contract No. 10349	Leaburg-Blue River Road Lane County	August 28, 1987
Wildish Corvallis Constr. Co. Contract No. 10435	Pacific Hwy. W. at MP 105 Lane County	August 31, 1987
EMW Construction Contract No. 10238	Rock Creek (French Charlie Road) Bridge Gilliam County	Sept. 1, 1987
George's Shop and Rock Contract No. 10304	Burns Rock Production Harney County	Sept. 1, 1987
Interstate Coatings Contract No. 10232	Baker and Union Counties Bridge Painting Baker and Union Counties	Sept. 1, 1987

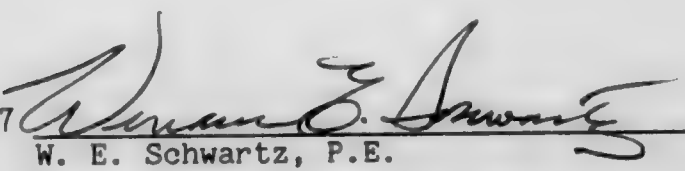
EXHIBIT E
MINUTES OF 9/15/87

Report of Action Under
Delegated Authority
Assistant State Highway Engineer
Page 3

EXPENDITURE RECAP

	<u>Above Projects</u>	<u>FY to Date</u>
Original Authorization	\$21,743,505.80	\$53,720,272.99
Anticipated Costs	<u>21,274,875.61</u>	<u>59,379,110.76</u>
% Overrun (Underrun)	<u>-2.2%</u>	<u>+10.5%</u>

September 2, 1987


W. E. Schwartz, P.E.
Asst. State Highway Engineer

BLW:mk

CPC/FL6

EXHIBIT F
MINUTES OF 9/15/87

COM 4

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

JOHN DAY RIVER BRIDGE SECTION, (LOWER) COLUMBIA RIVER HIGHWAY - CLATSOP COUNTY

R-55688 - Ralph Eugene Larson. 1.11 acre for right of way purposes. Offer \$38,450.00.

R-55694 - James R. Haglund et al. Parcel 1: 2.30 acres for right of way purposes. Parcel 2: 0.04 acre for permit of entry for road approach. Offer \$2,900.00.

R-55705 - Daniel A. Thiel et al. Parcel 1: 0.03 acre for right of way purposes. Parcel 2: 0.06 acre for right of way purposes. Offer \$12,700.00.

N.E. 60th AVE./I-205 SECTION, NORTHEAST PORTLAND HIGHWAY - MULTNOMAH COUNTY

R-54000 - Murray Schnitzer et al. Parcel 1: 850 square feet for right of way purposes. Parcel 2: 750 square feet for permit of entry for road approach. Offer \$4,750.00.

QUEEN AVE.-CORVALLIS/LEBANON HWY. SECTION, ALBANY-JUNCTION CITY HIGHWAY - LINN COUNTY

R-55433 - Robert E. Heddal et al. Parcel 1: 3,200 square feet for right of way purposes. Parcel 2: 960 square feet for right of way purposes. Parcel 3: 1,140 square feet for permanent easement for slopes. Parcel 4: 500 square feet for permanent easement for utilities. Offer \$5,600.00.

R-55434 - Maureen R. Forrest et al. Parcel 1: 1,940 square feet for right of way purposes. Parcel 2: 990 square feet for permanent easement for slopes. Parcel 3: 450 square feet for permanent easement for utilities. Offer \$4,450.00.

WILDWOOD-ZIGZAG SECTION, MT. HOOD HIGHWAY - CLACKAMAS COUNTY

R-55973 - Lions Club of Mt. Hood. 8,550 square feet for permanent easement for drainage facilities. Offer \$2,600.00.

R-55974 - James E. Selder et al. 5,050 square feet for permanent easement for drainage facilities. Offer \$2,000.00.

Dated this 23 day of July, 1987.

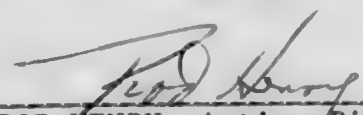

ROD HENRY, Acting Right of Way Manager

EXHIBIT F
MINUTES OF 9/15/87

COM 4

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

JOHN DAY RIVER BRIDGE SECTION, (LOWER) COLUMBIA RIVER HIGHWAY -
CLATSOP COUNTY

R-55698 - Paula Claperbos et al. Access Control Only. Offer \$100.00

R-55703 - Lynn Bernard Wright et ux. Parcel 1: 0.13 acre for right of way purposes. Parcel 2: 0.08 acre for right of way purposes. Parcel 3: 0.06 acre for permit of entry for driveway. Offer \$4,450.00.

S.E. DIVISION ST.-S.E. SCHILLER ST. SECTION, CASCADE HIGHWAY NORTH -
MULTNOMAH COUNTY

R-55337 - Collins Foods International, Inc. 225 square feet for temporary easement for work area. Offer \$450.00.

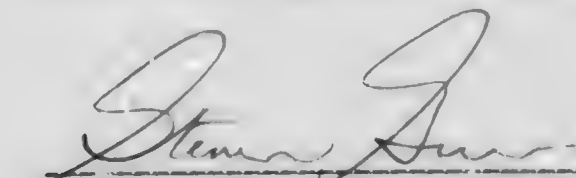
R-55346 - James P. Roake et al. Parcel 1: 1,000 square feet for right of way purposes. Parcel 2: 1,615 square feet for temporary easement for work area. Offer \$12,250.00.

12th ST. S.E.-24th ST. S.E. (SALEM) SECTION, MISSION STREET - MARION
COUNTY

R-55967 - Burger Basket, Inc. et al. Parcel 1: 1,820 square feet for right of way purposes. Parcel 2: 1,135 square feet for permanent easement for slopes and utilities. Offer \$15,000.00.

R-55969 - Merritt Truax, Inc. et al. Parcel 1: 1,600 square feet for right of way purposes. Parcel 2: 850 square feet for permanent easement for slopes and utilities. Offer \$14,525.00.

Dated this 11th day of August, 1987.


STEVEN GREEN, Right of Way Manager

RE: Report of Offers Tendered - 6

EXHIBIT F

SEPTEMBER 1987

MINUTES OF 9/15/87

TO: OREGON DEPARTMENT OF TRANSPORTATION COMMISSION

SUBJECT: REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY

Under delegated authority to the Highway Engineer (Delegation Order No. 23) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager, (Administrative Order No. 33), the following actions were taken:

- 1) Sale of 6.66 excess acres of surplus property located on the northeast and southeast corners of S.E. 82nd Ave. and S.E. Amber Road, Clackamas County for a minimum consideration of \$2,000,000 under Delegation Order No. 33 and Admin. Order 33. Approved 8/10/87.
- 2) Agreement with Southern Pacific Transportation Co. for installation of grade crossing equipment at the grade crossing of Portland Street and the Cascade Mainline in Klamath Falls, Klamath County for \$109,856. Service Contract No. 87-16-RR-1268. Approved 8/17/87. (23-50)
- 3) Right of Way Service Agreement with Jackson County for Lake Creek Road Bridge-Lake Creek Road Project. Agreement No. 320. Misc. C & A 8527. Approved 8/19/87 (23-45)
- 4) Relinquishment signed 8/17/87 completing agreement dated 4/12/77. Stringtown Road Section, Salem-Dayton Hwy, Yamhill County. File 43073. A & R 561.
- 5) Indenture of Access with Robert J. Creamer and Raymond A. Youngberg, Trustees, on the northerly side of the Rex Hill-Newberg Section of the Pacific West Hwy. in Yamhill County. File 34031. Approved and signed July 2, 1987.
- 6) Indenture of Access with E. Robert Breech, Jr. and Oregon Parks and Recreation Division on the westerly side of Hunters Creek (Cape Sebastian) Section of the relocated Oregon Coast Hwy. in Curry County. File 20950. Approved and signed August 17, 1987.
- 7) Options and other documents relating to the acquisition of property by the Highway Division. (23-65)

EXHIBIT F
MINUTES OF 9/15/87

Oregon Transportation Commission
September 1987
Page 2

ESTACADA-FOREST BOUNDARY SECTION - CLACKAMAS HWY. - CLACKAMAS COUNTY

35725 Portland General Electric \$ 500 - App. 7/31/87

QUEEN AVE.-CORVALLIS SEC. - ALBANY-JUNCT. CITY HWY. - LINN COUNTY

54623 Jerry L. & Pennie A. Coe \$ 150 - App. 7/31/87

S.E. DIVISION-S.E. SCHILLER SEC. - CASCADE NORTH HWY. - MULTNOMAH CY.

55310 Chester P. & Bernice H. Bauske \$ 16,400 - App. 7/31/87

SUNSET-JENKINS SECTION - S.W. MURRAY BLVD. - WASHINGTON COUNTY

55102-A Robert A. & Evelyn J. Watson \$ 250 - App. 8/10/87

JOHN DAY RIVER BRIDGE SEC. - LOWER COLUMB. R. HWY. - CLATSOP CY.

55697 Erland & Shirley Fahlstrom \$ 13,685 - App. 8/10/87

55699 Rose Sorensen \$ 1,485 - App. 8/11/87

55700 Virgil D. Mills \$ 700 - App. 8/21/87

OSWEGO HWY @ MCKILLICAN/HOOD SEC. - OSWEGO HIGHWAY - CLACKAMAS CY.

56015 Carol R. Renner \$ 500 - App. 8/10/87

CAMAS MT. WAYSIDE-MUNS CR. SEC. - COOS BAY-ROSEBURG HWY. - DOUGLAS CY.

56044 James M. & Helen L. Metcalf \$ 560 - App. 8/11/87

LAVERNE AVE.-S. SIDE BYPASS SEC. - WASHBURN WAY-CO. RD. - KLAMATH CY.

56149 Jack D. & Mary R. Bothwell \$ 660 - App. 8/11/87

EXHIBIT F
MINUTES OF 9/15/87

Oregon Transportation Commission
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DEER CREEK BRIDGE SEC. - RELOCATED SMITHVILLE ROAD - YAMHILL COUNTY

56912 Earl H. & Mabel A. Smith DONATION - App. 8/10/87

ROCK CREEK BLVD.-T.V. HWY. SEC. - 185TH AVE. - WASHINGTON COUNTY

55756 Olaf R. & Jewell M. Tollefsen \$ 8,200 - App. 8/21/87
55761 Gary B. Rhoton \$ 1,765 - App. 7/31/87
55882 Earl & Helen Svela \$ 2,300 - App. 8/21/87
55783 Dan R. & Lynn M. Peterson \$ 1,825 - App. 8/10/87
55792 Mildred H. Wentworth \$ 2,100 - App. 8/18/87
55793 Robert & Cora Ferron \$ 2,600 - App. 8/18/87
55806 E.L. & Shirley Keezel \$ 1,725 - App. 8/18/87

WILLIAMSON R.-MODOC POINT SEC. - THE DALLES-CALF. HWY. - KLAMATH CY.

55379 Clarence & Mabel Laney \$ 400 - App. 8/18/87
55389 State of Oregon \$ 2,122 - App. 8/14/87
Division of State Lands
55742 Al & June Fitts \$ 100 - App. 8/14/87

BENNET QUARRY SEC. - FOLEY DR. (Co. Rd.) - HARNEY COUNTY

56081 State of Oregon \$ 312 - App. 8/14/87
Division of State Lands

HIGH BAND RADIO REPEATER SITE SEC. - BLACK BUTTE - MALHEUR COUNTY

56898 Bill D. Williams \$ 2,500 - App. 8/14/87

DEER CREEK BRIDGE SEC. - RELOCATED SMITHVILLE ROAD - YAMHILL COUNTY

56916 Richard P & Jaunita J. Lucht DONATION - App. 8/14/87

EXHIBIT F
MINUTES OF 9/15/87

Oregon Transportation Commission
September 1987
Page 4

WILLIAMSON RIVER-MODOC POINT SEC. - THE DALLES-CAL. HWY. - KLAMATH CY.

55384	McAuliffe Ranches, Inc.	\$ 425 - App. 8/28/87
55391	James S. & Gloria A. Say	\$ 900 - App. 8/28/87
55393	Pricilla H. Bettles	\$ 2,260 - App. 8/26/87
55901	John M. & Diane F. Taylor	\$ 100 - App. 8/28/87

ROCK CREEK BRIDGE SECTION - BROOKWOOD AVE. - WASHINGTON COUNTY

56457	Gerald D. & Marie Holmes	\$ 350 - App. 8/21/87
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N.E. 111TH-181ST SECTION - COLUMBIA RIVER HIGHWAY - MULTNOMAH COUNTY

56091	Donald H. & Gayle J. Williams	\$ 1,100 - App. 8/26/87
56092	Delbert A. & Mary Jean Decker	\$ 900 - App. 8/21/87
56093	Darlene M. Terrell	\$ 800 - App. 8/28/87
56096	Edward A. & Laura M. Bruhn	\$ 200 - App. 8/21/87
56097	Eugene & Joyce Van Tassell	\$ 200 - App. 8/21/87
56098	Margaret E. Daniels & Ida Noble	\$ 1,400 - App. 8/21/87
56099	James D. & Daphne B. Lamoreaux	\$ 450 - App. 8/21/87

OR. COAST HWY. @ WINCHESTER AVE. SEC. - OR. COAST HWY. - DOUGLAS CY.

56157	Lester & Elizabeth Thompson	\$ 500 - App. 8/21/87
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DUNCAN ROAD-SANDY SECTION - MOUNT HOOD HIGHWAY - CLACKAMAS COUNTY

54190	Portland Fixture Company	GRATIS - App. 8/24/87
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EXHIBIT F
MINUTES OF 9/15/87

Oregon Transportation Commission
September 1987
Page 5

DIVISION-SCHILLER SECTION - CASCADE NORTH HWY. - MULTNOMAH COUNTY

55086 Harvey & Ruth L. Johnson, \$ 8,050 - App. 8/24/87
ET AL

PACIFIC HWY. E. @ QUINABY RD. SEC. - PACIFIC E. HWY. - MARION CY.

55718 Delores E. Klemme \$ 110 - App. 8/26/87

12TH STREET-24TH STREET SEC. - MISSION STREET - MARION COUNTY

55967 Burger Basket, Inc. \$16,500 - App. 8/24/87
Cyril & Vivian Frank


HOOKE AVE.-NORTH ALAMEDA AVE. SEC. - OAKLAND-SHADY HWY. - DOUGLAS CY.

56716 Darlene Yvonne L. Marshall \$32,000 - App. 8/26/87

MT. HOOD HWY. @ FLORENCE AVE. SEC. - MT. HOOD HWY. MULTNOMAH COUNTY

57168 John C. & Susan I. Milne DEDICATION - App. 8/28/87

Dated this 31st day of August, 1987


Steven Green, Right of Way Manager

REPORT OF CASES FILED BY AND AGAINST THE DEPARTMENT OF TRANSPORTATION

L-9109 - Jones v. Lopez. This is a suit by Thomas Jones who was employed by the Highway Division. He is suing Carol Brooks Lopez, and employee of the Highway Division alleging slander. He alleges in the complaint that she told another person that he had been terminated from his position with the State of Oregon for accepting a bribe. The plaintiff is seeking \$100,000 in damages from Carol Brooks Lopez and the State of Oregon. The matter has been referred to the Trial Section for the defense of the Highway Division.

L-9111 - Carole Painter Johnson v. State of Oregon, by and through its Oregon Transportation Commission, et al. This case arises out of an accident that occurred on October 30, 1985. The allegations of negligence against the Highway Division relate to a creation of an unreasonable risk, endanger to motor vehicles travelling on the highway because of its construction. Other allegations allege failure to maintain the highway in a reasonable manner, failure to warn users of the highway of the risk of endanger at the place of accident which was near centerline station 36 on Highway 99 North in the County of Jackson. The plaintiff is seeking \$102,389.92. The matter has been referred to the Trial Section of the Department of Justice for the defense of the State.

REPORT OF CONDEMNATION CASES SETTLED

<u>Defendant</u>	<u>State's Offer</u>	<u>State's Highest Appraisal</u>	<u>Amount of Settlement</u>
Picking, Bradford C. L-8852 R-41508	\$39,700.00	\$39,700.00	\$50,000.00
Section: Oregon Coast Hwy. at Logan Road (Lincoln City) Highway: Oregon Coast County: Lincoln			
Wagoner, Charles N. L-8941 R-54873	\$ 1,000.00	\$ 6,600.00	\$ 4,000.00
Section: N. E. Sandy Blvd. - Stark Street Highway: N. E. 257th Drive County: Multnomah			

EXHIBIT 6
MINUTES OF 9/15/87

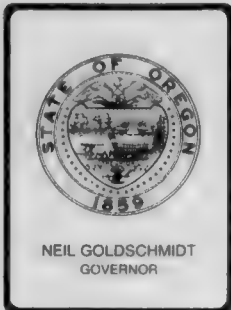


EXHIBIT H
MINUTES OF 9/15/87

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 12, 1987

In Reply Refer to
File No.:

INT

TO: **Oregon Transportation Commission**

SUBJECT: **Confirmation Report**
Actions Taken Under Delegated Authority

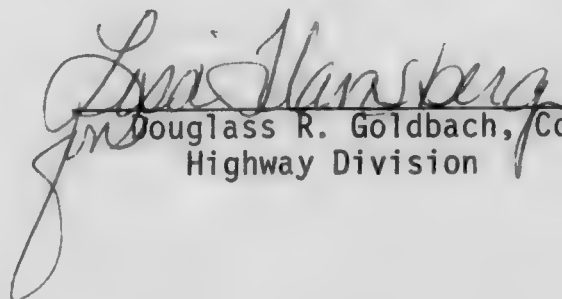
Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On August 12, 1987, \$4,270,253.44 was distributed to the counties as their share of motor vehicle revenues for the month of July, 1987.

On August 12, 1987, \$2,589,386.37 was distributed to the cities for the month of July, 1987.

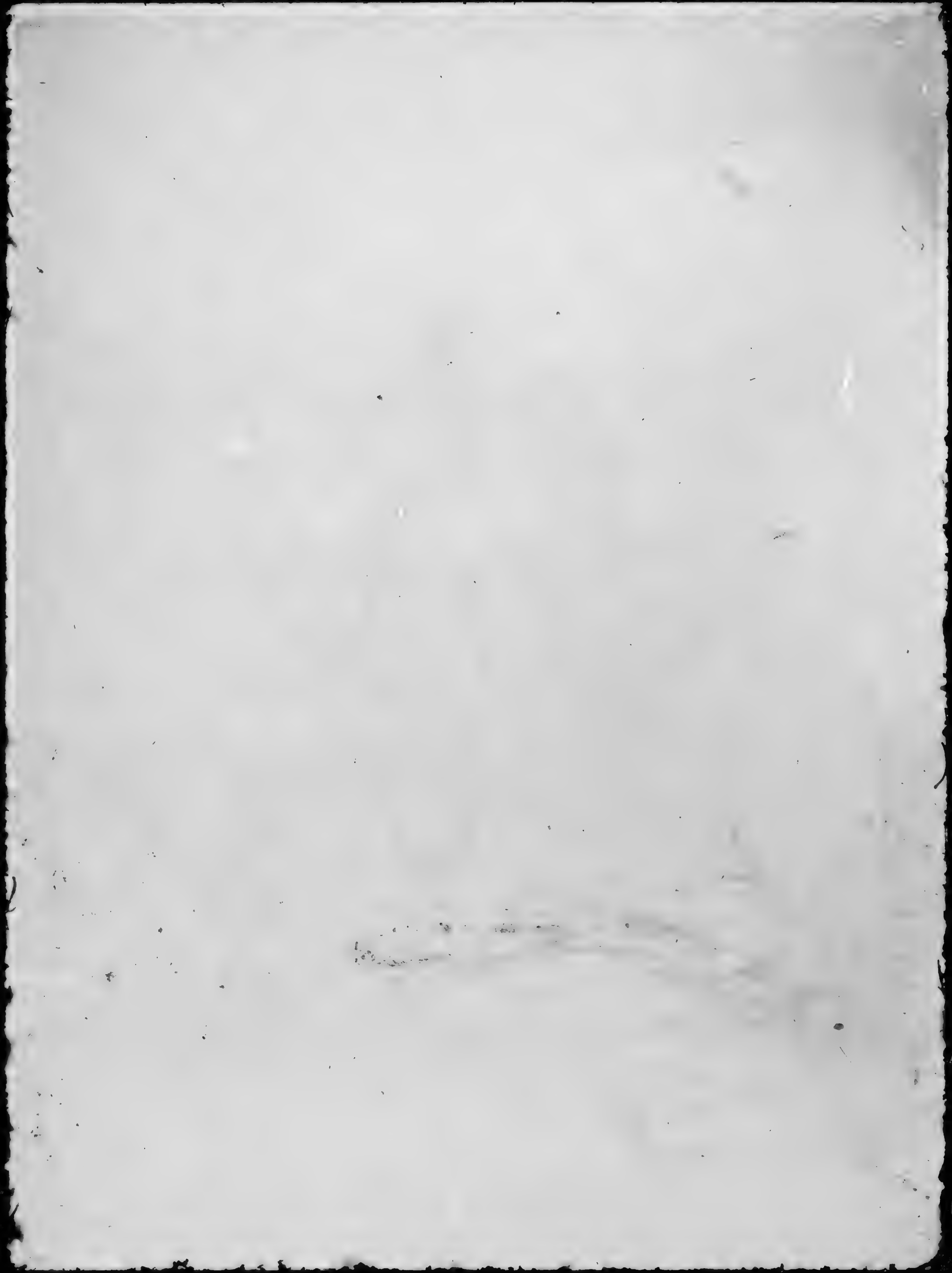
(Lists of apportionments on file in Commission Files, Salem).

Dated this 12th day of August, 1987


Douglass R. Goldbach, Controller
Highway Division

Attachments

cc: Bob Bothman
John Elliott



MINUTES
OF THE
OREGON TRANSPORTATION TELEPHONE MEETING
HELD ON
OCTOBER 1, 1987

October 1, 1987
Salem, Oregon

The Oregon Transportation Commission held a special telephone meeting at 2 p.m., originating in Room 135 (Director's Office), Transportation Building, Salem. Notice of the meeting was made by press release to newspapers of general and local circulation throughout the State. The following persons were on the telephone at the locations given:

Michael P. Hollern, Chairman, Salem
John Whitty, Vice Chairman, Coos Bay
David F. Bolender, Member, Portland
Cynthia J. Ford, Member, Medford
Robert N. Bothman, Director of Transportation, Salem
Larry Rulien, State Highway Engineer, Salem
Larry Jacobson, Deputy Parks Administrator, Salem

There were other staff persons present.

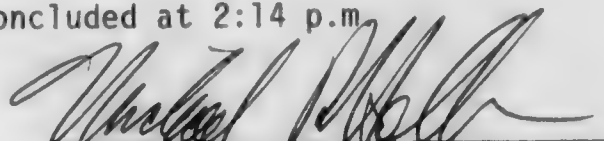
Mr. Jacobson requested authority to appear before the October Emergency Board for an addendum to a previous request for allocation of the special reserve to conduct park feasibility studies. He said this request is for authorization to include an additional study of covered bridges and to increase the special reserve allocation by \$25,000 from \$165,000 to \$190,000. He mentioned that the recent public outcry over the decision to dismantle two covered bridges in Linn County emphasizes the need to determine which of the State's covered bridges should be preserved and how. He explained that the Division proposes a study of Oregon's remaining covered bridges. The purpose of the study would be as follows:

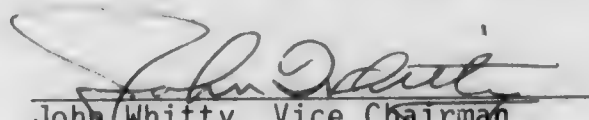
- 1) To assess the condition of the remaining covered bridges.
- 2) To determine which of these bridges are feasible to preserve.
- 3) To determine the cost to repair known structural deficiencies in the bridges which will be retained.
- 4) To estimate the cost to maintain the bridges which will be retained.
- 5) To recommend sources of funding for the covered bridge repair and maintenance programs.

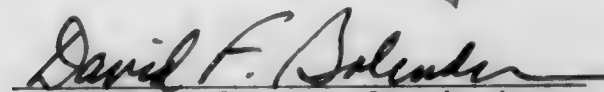
The study will be guided by an advisory committee consisting of county officials, covered bridge enthusiasts, historic preservationists and bridge engineers. Mr. Jacobson said the additional allocation will provide General Funds for a consultant to conduct the study and make recommendations to be included in the 1989 Governor's Budget Request. Commissioner Ford moved for approval of the request and the motion carried unanimously by the Commission.


Mr. Rulien requested approval of a personal service contract with Price Waterhouse as a consultant to make corrective recommendations regarding the Department's automated financial system at a cost not to exceed \$45,000. The time period will be October 1, 1987, and end November 15, 1987. Commissioner Bolender moved for approval of the contract and the motion carried unanimously by the Commission. The Commission also authorized the State Highway Engineer to sign the contract on their behalf.

The telephone meeting concluded at 2:14 p.m.


Michael P. Hollern, Chairman


John Whitty, Vice Chairman


David F. Bolender, Commissioner


Cynthia J. Ford, Commissioner


Commission Services


Robert F. Duvall, Commissioner



MINUTES
OF THE
OREGON TRANSPORTATION COMMISSION MEETINGS
HELD ON
OCTOBER 19 AND 20, 1987

On October 19, 1987, at 7 p.m., a dinner was held at the Colonial House (5505 Commercial Street, Salem). (Notice of the dinner had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
David F. Bolender, Member
Cynthia J. Ford, Member
Robert N. Bothman, Director of Transportation
Gary Potter, Director of Administration
Dale Wilken, Division Administrator, Federal Highway Administration
John Elliott, Special Assistant to Director, Office of Public Affairs
Holly Blanchard, License Plate Contest Coordinator
Joe Sand, License Plate Contest Coordinator
Joe Christian, Director of Financial Management
Jack Graham, Manager, Administrative Services
Fran Neavoll, Commission Services
Larry Rulien, State Highway Engineer
David Talbot, Administrator of Parks and Recreation Division
David P. Moomaw, Administrator of Motor Vehicles Division
Ann Snyder, Public Information Officer, Motor Vehicles
Carol Livie, Representing Administrator of Aeronautics Division
Dennis Moore, Administrator of Public Transit Division
Alex Tilson, License Plate Contest Judge
Jim Harris, License Plate Contest Judge
David Quillin, License Plate Contest Judge
Robert E. Deu Pree, License Plate Contest Judge
Antonio Diez, License Plate Contest Judge
Joseph Erceg, License Plate Contest Judge
Sen. Frank Roberts, License Plate Contest Judge
Eloise MacMurray, License Plate Contest Judge
Rep. Jim Whitty, House Transportation Committee Member
Wayne Barron, 3-M Company

The judges for the license plate contest were formally introduced to the Transportation Commission and dinner attendees.

Holly Blanchard, License Plate Contest Coordinator, gave a brief overview of the contest. She said the contest has been an overwhelming success to date and it is expected to receive more than 3,000 entries by the October 31, 1987, deadline. She said the Department is impressed by the quality of the designs. She announced to the Commission that she would be leaving the Department for a permanent position with the Oregon State Lottery. She introduced her replacement, Joe Sand.

Mr. Elliott briefed the Commission on the anti-litter efforts. He mentioned that the Division is spending about \$1 million a year picking up litter along the highways. He reiterated that the firm of Ogilvy and Mather Public Relations of Portland was selected as a consultant to conduct an anti-litter awareness campaign. He said they would also be working with fast-food chains.

Ann Snyder reported on the custom license plates, which helps support the litter pickup. In 1986 there were over 13,000 custom plates issued. She said sales are increasing and the Division is working to promote the sales.

The dinner meeting adjourned at 8:35 p.m.

At 8 a.m., October 20, 1987, the Commission met in the Director's Office, 135 Transportation Building, Salem, for an agenda review. (Notice of the agenda review had been made by press release to newspapers of local and general circulation.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
David F. Bolender, Member
Cynthia J. Ford, Member
Robert N. Bothman, Director of Transportation
Gary Potter, Director of Administration
John Elliott, Special Assistant to the Director, Office of Public Affairs
David P. Moomaw, Administrator of Motor Vehicles Division
David Talbot, Administrator of Parks and Recreation Division
Carol Livie, Representing the Administrator of Aeronautics Division
Larry W. Rulien, State Highway Engineer
W. E. Schwartz, Assistant State Highway Engineer, Operations Branch
Rick Kuehn, Region 1 Engineer
Jack Graham, Manager, Administrative Services
Fran Neavoll, Commission Services

There were other staff persons present.

Robert Sandmann, Region 1 Maintenance Engineer, by use of maps and a flipchart, discussed the Lawnfield Maintenance Facility. He recalled that on July 22, 1986, the Commission authorized the State Highway Engineer to enter into a personal service contract with Gannett Fleming Engineers and Planners in the amount of \$167,883 for the design of necessary remodeling of the property acquired from Northwest Pipe and Casing Company located at 9200 S.E. Lawnfield Road, Clackamas. At the June 23, 1987, meeting an increase in the personal service contract was requested and the Commission asked the staff to develop more information. Mr. Sandmann's comments are summarized as follows:

- 1) The Lawnfield site offers the solution to access problems, storage, office space, traffic congestion, etc. Access to existing and future freeways as well as other State highways would be greatly improved. Response time would be reduced to produce greater service to the customer's needs as well as general maintenance activities.
- 2) The Lawnfield site also offers the opportunity to centralize a large part of the maintenance operations. Manpower, equipment, and materials would be at one location.
- 3) The Lawnfield site offers the opportunity to not only increase the service to the customer, but also will allow for the increased services by better management and coordination of crews, equipment and materials, limiting and controlling duplication and the need for expansion.

There was considerable discussion by the Commission as to the economic benefits of this project. The Commission instructed the staff to return with more financial data.

Mr. Bothman said the Six-Year Highway Improvement Program Workshop will be after lunch and Mr. Rulien will be making a presentation on how the revenue from House Bill 2112 impacts the Program. This would be a follow-up to the workshop held last month in Eugene.

The attendees list for the November 2, 3, and 4, 1987, retreat at Silver Falls concerning Commission policies was briefly discussed. The Commission asked that a map be mailed to them giving directions to the Conference Center.

Mr. Talbot gave an update on the Kortge case, which involves a three-mile section of the Deschutes River in Wasco County. He mentioned his recent attempts to solve the problem to assure fishing and other recreational access to this three-mile section. The State owns the property except for the Kortges' right for the "horticultural, agricultural and grazing" rights.

Mr. Talbot informed the Commission that the City of Klamath Falls or Klamath County may be requesting a study of the Klamath River to determine if it qualifies as a state scenic waterway. The scenic waterway designation would have a bearing on the proposed Salt Caves hydro-energy development on the Klamath River. The Klamath River is on a list of rivers that have scenic waterway potential. Commissioner Bolender asked to be excluded on any decision pertaining to this issue.

Jack Sollis, who plans to retire next year, introduced his replacement, Robert Muir. He stated Mr. Muir will take over on February 1, 1988. He said Cynthia Carter will handle highway matters; William Nessly will handle contract administration problems; and Jim Russell will assist the Motor Vehicles Division.

Mr. Bothman handed the Commission a proposed schedule of Transportation Commission meeting dates for 1987 through 1989. (List in Commission's files, Salem.)

The agenda review was adjourned at 8:59 a.m.

At 9 a.m., October 20, 1987, the Oregon Transportation Commission held its regular monthly meeting in the Conference Room (122) of the Transportation Building in Salem. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
David F. Bolender, Member
Cynthia J. Ford, Member
Robert N. Bothman, Director of Transportation
Gary Potter, Director of Administration
John Elliott, Special Assistant to the Director, Office of Public Affairs
Joe Christian, Director of Financial Management
David P. Moomaw, Administrator of Motor Vehicles Division
David Talbot, Administrator of Parks and Recreation Division
Carol Livie, Representing Administrator of Aeronautics Division
Dennis Moore, Administrator of Public Transit Division
Larry W. Rulien, State Highway Engineer
W. E. Schwartz, Assistant State Highway Engineer, Operations Branch

(Continued on next page)

Don Adams, Assistant State Highway Engineer, Project
Development Branch
Dale Wilken, Division Administrator, Federal Highway
Administration
Jack Graham, Manager, Administrative Services
Fran Neavoll, Commission Services

There were other staff persons present.

Vice Chairman Whitty moved for approval of the items on the consent calendar and it was seconded by Commissioner Bolender. The motion carried unanimously by the Commission for approval of the following consent calendar items.

- 1) Minutes of the Commission meetings of September 15, 1987, and October 1, 1987.
- 2) Adopted resolution declaring necessity of certain real property for public purposes and authorizing condemnation. ("Real Property Condemnation Resolution No. 2791" in Commission's files, Salem.)
- 3) Adopted resolution designating the Southside Bypass as South Klamath Falls Highway No. 424 and transferring all jurisdiction, maintenance, and control of all or portions of Modoc Point Highway, Chiloquin Highway, and Lower Klamath Falls Highway to Klamath County. ("Secondary Highway Designation Resolution No. 88" in Commission's files, Salem.)
- 4) Adopted resolution abandoning a portion of the East and West Forks Illinois River Bridge Sections of Redwood Highway No. 25 in Josephine County. ("Abandonment Resolution No. 622" in Commission's files, Salem.)
- 5) Approved survey map and adopted resolution covering the Alsea River (Waldport) Bridge Section of the Oregon Coast Highway in Lincoln County. ("Highway Corridor and Design Resolution No. 469" in Commission's files, Salem.)
- 6) Appointed the following individuals to the All-Terrain Vehicle Account Allocation Committee for a four-year term terminating on October 20, 1991:

Patricia D. Harris representing Pacific Northwest 4x4 Association
Charles R. Wellock representing the Dune Buggy User Organization position
Tommy Thompson representing the Bureau of Land Management nonvoting position

7) Designated seven new winter recreation parking locations (Sno-Parks) as follows:

1. (Elliott R.) Corbett Sno-Park

This parking location is on the south side of Santiam Highway No. 16 (US20/ORE126) at MP 83.75. The Corbett Sno-Park was constructed in conjunction with the Linn County Line--Suttle Lake Section grading and paving project and provides about 50 parking spaces in the 2/3-acre lot.

2. Edison Butte Sno-Park

This parking location is on the west side of Sunriver Road (Rd. 45), approximately 4.1 miles south of the intersection of Sunriver Road and Century Drive Highway No. 372. The parking area is at the 5,050-foot elevation and has a capacity of 38 vehicles and an estimated annual snow removal cost of \$1,000.

Sunriver, Inc. is currently contracting for snow removal on Sunriver Road and this designation will only be implemented upon completion and approval of a cooperative snow removal agreement between the State and Sunriver, Inc.

3. Ikenick Sno-Park

This parking location is at MP 3.35 on the west side of Clear Lake-Belknap Springs Highway No. 215 (ORE126) at the intersection of Forest Service Road No. 2672. The capacity of the 3,280-foot elevation lot is 10 vehicles and annual plowing costs are estimated at \$1,500.

4. White River West Sno-Park

This parking location is on Mt. Hood Highway No. 26 (ORE35) at MP 61.70. The lot is at the 4,100-foot elevation with a capacity of 160 vehicles (plus 10 buses) with a snow removal estimate of \$8,000 annually.

5. Bennett Pass Sno-Park

This parking location is on Mt. Hood Highway No. 26 (ORE35) at MP 63.95. The lot is at the 4,600-foot elevation with a capacity of 50 vehicles and plowing costs estimated at \$5,000 annually.

6. Teacup Lake Sno-Park

This parking area is on Mt. Hood Highway No. 26 (ORE35) at MP 65.0. The parking lot is at the 3,800-foot elevation with a capacity of 50 vehicles and an estimated annual snow removal cost of \$5,000.

7. Clark Creek Sno-Park

This parking location is on Mt. Hood Highway No. 26 (ORE35) at MP 65.90. The parking lot is at the 3,800-foot elevation with a capacity of 76 vehicles and annual snow removal costs estimated at \$5,000.

- 8) Deleted Santiam Lodge as a winter recreation parking location (Sno-Park). (The U.S. Forest Service Special Use Permit for this facility has been terminated. Since Santiam Lodge will no longer be operable, the lot is not needed. A letter from the Hoodoo Ski Bowl operators requested that the lot not be plowed because of the lodge closure.)
- 9) Distribution of Fiscal Year 1988 Federal Aid Secondary funds to the individual counties of the State:

FISCAL YEAR 1988 FAS ALLOCATION TO COUNTIES
OCTOBER 1987

COUNTY	FEDERAL FUNDS	TOTAL FUNDS Including State's and Counties' Match money (Rounded to Thousands)
BAKER	\$ 78,552.00	\$ 89,000.00
BENTON	128,629.00	146,000.00
CLACKAMAS	374,707.00	426,000.00
CLATSOP	92,841.00	106,000.00
COLUMBIA	130,116.00	148,000.00
COOS	169,138.00	192,000.00
CROOK	70,468.00	80,000.00
CURRY	91,253.00	104,000.00
DESCHUTES	174,512.00	198,000.00
DOUGLAS	298,003.00	339,000.00
GILLIAM	51,605.00	59,000.00
GRANT	71,954.00	82,000.00
HARNEY	77,590.00	88,000.00
HOOD RIVER	87,103.00	99,000.00
JACKSON	240,453.00	273,000.00
JEFFERSON	85,004.00	97,000.00
JOSEPHINE	180,980.00	205,000.00
KLAMATH	124,973.00	142,000.00
LAKE	74,065.00	84,000.00
LANE	332,350.00	378,000.00
LINCOLN	111,354.00	127,000.00
LINN	202,669.00	230,000.00
MALHEUR	134,412.00	153,000.00
MARION	256,839.00	292,000.00
MORROW	83,839.00	95,000.00
MULTNOMAH	91,545.00	104,000.00
POLK	95,914.00	109,000.00
SHERMAN	52,566.00	60,000.00
TILLAMOOK	106,621.00	121,000.00
UMATILLA	170,172.00	193,000.00
UNION	88,239.00	100,000.00
WALLOWA	73,206.00	83,000.00
WASCO	85,048.00	97,000.00
WASHINGTON	178,154.00	202,000.00
WHEELER	45,167.00	51,000.00
YAMHILL	145,293.00	165,000.00
TOTAL	\$4,855,334.00	\$5,517,000.00

SUMMARY - FISCAL YEAR 1988 COUNTY FAS FUNDS

Total Federal Funds	\$4,855,300.00
(50% of Oregon Apportionment less planning survey funds)	
Plus estimated State Match Funds	330,850.00
Plus estimated County Match Funds	330,850.00
TOTAL FUNDS	\$5,517,000.00

NOTE: Above funds allocated to individual counties on basis of formula (25% equally, 60% on rural population, and 15% on rural county road mileage) proposed by Association of Oregon Counties and approved by Transportation Commission. Federal funds are estimated to represent approximately 88% of total county road FAS funds with State and County funds estimated to be approximately 6% each.

- 10) Distribution of Fiscal Year 1988 Federal Aid Urban funds to the urbanized (population of 50,000 and over) and small urban (population of 5,000 to 50,000) areas of the State.

FISCAL YEAR 1988 URBAN FUND ALLOCATION

OCTOBER 1987

OREGON'S FISCAL YEAR 1988 URBAN APPORTIONMENT		\$7,272,081
.....		
FUNDS ATTRIBUTABLE TO PORTLAND URBANIZED AREA		\$3,902,732
Less 1 1/2% NPR Funds		(58,541)
Less 1/2% PR Funds		(19,514)
PORTLAND URBANIZED AREA ALLOCATION		\$3,824,677
City of Portland's Fair and Equitable Allocation:		
City of Portland Population		= 398,160 = 43.12% of \$3,824,677 = \$1,649,201
Portland Urbanized Area Population		923,349
BALANCE OF PORTLAND URBANIZED AREA ALLOCATION:		\$2,175,476
.....		
NON-ATTRIBUTABLE FUNDS TO BALANCE OF STATE		\$3,369,349
Less 1 1/2% NPR Funds		(50,540)
Less 1/2% PR Funds		(16,847)
BALANCE OF STATE ALLOCATION		\$3,301,962
.....		
AREA	FEDERAL POPULATION	PERCENT OF TOTAL
EUGENE	182,455	23.5959
MEDFORD	52,469	6.7840
SALEM	135,747	17.5515
RAINIER	1,659	0.2145
32 SMALL URBAN AREAS	401,050	51.8541
TOTALS	773,420	100.0000
		\$ 779,128
		224,005
		579,544
		7,083
		1,712,202
		\$3,301,962

FISCAL YEAR 1988 URBAN FUND ALLOCATION
SMALL URBAN AREAS
OCTOBER 1987

URBAN AREAS	POPULATION	PERCENT OF TOTAL	FEDERAL FUNDS
ALBANY	27,950	6.8292	\$ 116,930
ASHLAND	15,855	3.8740	66,331
ASTORIA	9,800	2.3945	40,999
BAKER	9,385	2.2931	39,262
BEND	18,575	4.5386	77,710
CANBY	7,835	1.9144	32,778
COOS BAY	23,100	5.6442	96,640
CORVALLIS	40,870	9.9860	170,980
COTTAGE GROVE	6,920	1.6908	28,950
DALLAS	8,930	2.1819	37,359
GRANTS PASS	16,290	3.9802	68,149
HERMISTON	9,890	2.4165	41,375
KLAMATH FALLS	36,026	8.8025	150,717
LAGRANDE	11,475	2.8038	48,007
LEBANON	10,180	2.4873	42,588
LINCOLN CITY	6,035	1.4746	25,248
MCMINNVILLE	15,460	3.7774	64,677
WILTON-FREEWATER	5,745	1.4037	24,034
MONMOUTH	9,655	2.3591	40,393
NEWBERG	11,200	2.7366	46,856
NEWPORT	8,305	2.0292	34,744
ONTARIO	9,720	2.3750	40,665
PENDLETON	14,445	3.5294	60,430
PRINEVILLE	5,455	1.3329	22,822
REDMOND	6,830	1.6688	28,573
ROSENBERG	15,890	3.8825	66,476
SEASIDE	5,580	1.3634	23,344
SILVERTON	5,240	1.2803	21,921
ST. HELENS	7,465	1.8240	31,231
SWEET HOME	6,750	1.6493	28,239
THE DALLES	10,630	2.5973	44,471
WOODBURN	11,785	2.8795	49,303
TOTAL	409,271	100.0000	\$ 1,712,202

October 20, 1987

- 7428 -

11) Abandoned 18 damage claims totaling \$19,458.09
as follows:

<u>Claim No. & Name</u>	<u>Amount</u>	<u>Damage</u>	<u>Reason for Abandonment</u>
CAO-84-424 Dette Trucking	\$ 694.19	Guardrail	Uninsured Out of Business
CAO-85-411 Gelco Corporation	\$ 701.82	Guardrail	Out of business Cannot be located
CAO-86-191 Coos County sheriff's vehicle driven by John Downing	\$1,844.61	Bridge Rail	Negotiated settlement
CAO-86-234 Leboki Trucking	\$2,279.16	Guardrail	Gone out of business, bankrupt and no assets available
CAO-86-260 James Becker	\$1,491.15	Guardrail	Bankruptcy, court discharged debt
CAO-86-292 State Forester & Chester May	\$ 850.00	Logging contracts	Left the state - cease collection attempts
CAO-86-465 Michael Shoptaugh	\$ 763.47	Bridge railing	No insurance coverage
CAO-86-481 Bradley Sneed	\$1,040.39	Bridge rail	Bankruptcy, no assets available
CAO-86-490 Flood Auto Delivery	\$ 646.93	Guardrail	Unable to locate both the owner & operator
CAO-86-507	\$ 771.85	Guardrail	Cannot prove liability
CAO-86-525 Christopher Ennis	\$ 804.97	Bridge	Suspended license
CAO-87-74 Kevin Mueller	\$ 880.92	Guardrail	Unable to locate, left Oregon
CAO-87-105	\$2,407.79		Cease collection efforts

(Continued on next page)

CAO-87-150 Richard Swift	\$ 580.00	Guardrail	No insurance, returned to home state
CAO-87-179 Jorge Morales	\$1,706.10	Guardrail	Liability cannot be proven - No insurance coverage
CAO-87-186 Shoreline Mechanical Contractors	\$ 634.52		Cease collection efforts
CAO-87-292 Somboon Srimeugsani	\$ 557.82	Road surface	Unable to locate
CAO-87-322 Jordan Smith	\$ 802.40	Road surface	Cannot prove liability

12) Authorized \$4,000 payment from Oregon Department of Energy State Energy Conservation Program to Public Transit Division for the development of a Corvallis Rideshare Program and the purchase of a rideshare video advertisement.

13) Authorized increases in project authorizations on the following contracts:

- a) Contract No. 10,299, Jefferson-Garfield (Eugene) Section, Pacific Highway West, Lane County, in the amount of \$286,100 (5.6% increase).
- b) Contract No. 10,381, Link River (Lakeshore Drive) Bridge Section, Klamath County, in the amount of \$34,100 (5.2% increase).

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission files in Salem.)

Chairman of Commission
Vice Chairman of Commission
Director of Transportation
State Highway Engineer
Assistant State Highway Engineer
Right of Way Manager
Parks Administrator
Aeronautics Administrator
Public Transit Administrator
Highway Controller

Exhibit A
Exhibit B
Exhibit C
Exhibit D
Exhibit E
Exhibit F
Exhibit G
Exhibit H
Exhibit I
Exhibit J

The Commission unanimously confirmed their next meeting date of November 17, 1987, in Astoria at 9 a.m., with a dinner the preceding evening. A tentative date was set by the Commission for December 14 and 15, 1987, in Salem. Mr. Bothman also mentioned the proposed list of Commission meeting dates for 1987 through 1989. (List in Commission's files, Salem.)

Mr. Christian said a quarterly update of other revenues has been completed and he introduced Rosalyn Shirack, Revenue Analyst, who by use of flip charts, gave an update of the revenue for 1987-89. She handed the Commission a five-page document and she made the following comments: (Copy of document in Commission's files, Salem.)

- 1) Highway Division's Net State Revenue Available \$66,450,312 (22.7% or \$12 million above budgeted level).
- 2) Parks Division's Net State Revenue Available \$5,492,836 (5.9% above budgeted amounts).
- 3) Aeronautics Division's Net State Revenue Available \$204,576 (8.7% below budgeted amounts).
- 4) Public Transit Division's Net State Revenue Available \$782,918 (0.2% above budgeted amounts).

Erik East, Chief Planner of the Public Transit Division, recalled that Stripper Well Funds are monies made available to the States as restitution in an oil overcharge settlement. The Legislature appropriated \$8 million of Oregon's Stripper Well Funds to be used as matching funds for public transportation projects. These monies when combined with typical Federal Capital Grants and local funds will fund an estimated total capital program of \$40 to \$60 million. He presented a list of tentative stripper well projects. (List of tentative projects in Commission's files, Salem.) He said after approval of the U. S. Department of Energy and the presiding district court judge, the request will be brought back to the Commission for approval of the contracts. No action was required by the Commission at this time.

Mr. Moomaw asked Ann Snyder, newly appointed Public Information Officer, to explain their request. Ms. Snyder requested authority for the Administrator of Motor Vehicles Division to execute a contract with Brian Gard-William Lesh, Inc. to develop and produce public service announcements at a cost not to exceed \$30,000 for the period of November 1987 through June 30, 1989. She showed two public service announcements. Commissioner Ford moved for approval and it was seconded by Commissioner Bolender. The motion carried unanimously by the Commission.

Carol Livie representing Mr. Burket requested adoption of a resolution delegating authority to the Administrator and other staff members to acquire Federal property through the Oregon State Agency for Surplus Property. She explained that this gives the Division a ten-day lead time over the Federal Aviation Administration and other agencies in obtaining knowledge of the availability of such property. She said there are many surplus items that can be of great value for use by the Department on State-owned airports. Vice Chairman Whitty moved for adoption and the motion carried unanimously by the Commission adopting "Aeronautics Miscellaneous Resolution No. 30". (Copy of resolution in Commission's files, Salem.)

Mr. Talbot reported that there are two vacancies on the State Parks and Recreation Advisory Committee. The Committee recommends and the Governor concurs with the appointment of Robert Ellsberg of Astoria and Sandra Lazinka of Pilot Rock. He requested the Commission's appointment for a four-year term. Commissioner Bolender moved for appointment and the motion carried unanimously by the Commission.

Mr. Talbot reported that the City of Klamath Falls or Klamath County may be requesting a study of the Klamath River to determine if it qualifies as a state scenic waterway. He explained that such a designation would have a bearing on the proposed Salt Caves Hydroelectric Dam on the Klamath River. The Klamath River is on a list of rivers that has scenic waterway potential. The City or County could also ask that the river be removed from the list. No action was required by the Commission.

Mr. Rulien recommended adopting an administrative rule deleting the 55 MPH fuel conservation maximum speed, establishing the 55 MPH Federal maximum speed, and exempting from this limit areas of the rural interstate highway system approved for posting at 65 MPH. He recalled that at the July 21, 1987, meeting the Commission approved appropriate sections of the rural interstate highway system for future posting of the new statutory 65 MPH maximum speed on those sections. He said this action is in conformance with House Bill 3147, which became law on September 27, 1987. He recommended adoption of the rule allowing posting of new 65 MPH maximum speed on the approved sections of the rural interstate highway system. Commissioner Ford moved for approval and the motion carried unanimously by the Commission for adopting "Speed Zone Rule No. 953". Notice of the proposed rule was published in the Secretary of State's Administrative Rule Bulletin on September 15, 1987, and no comments were received. The permanent rule will also be published in the Secretary of State's Administrative Rule Bulletin.

Mr. Rulien removed the Lawnfield Maintenance Station from the formal meeting's agenda and said it will be presented at a later time. (Discussed on page 7423)

Mr. Rulien and R. L. S. Catalani, Manager of the EEO and MBE Contract Compliance Unit, advised the Commission that Mocon Corporation had been reviewed for compliance with the Federal Aid EEO/MBE (Equal Employment Opportunity-Minority Business Enterprise) provisions of Contract No. 10,149 (Bridge Road, Old Oregon Trail, McNary Highway, Umatilla County) and Contract No. 10,450 (N.E. Union Avenue-N.E. 87th Avenue Section, Columbia River Highway, Multnomah County.) In both cases, Mocon Corporation was found to be in noncompliance. The contractor was issued a 30-day show cause notice and breach of contract notice both times. The contractor was also reviewed four times in 1986 and found to be in noncompliance. It was stated that Mocon Corporation has repeatedly and consistently demonstrated deficiencies in the EEO-MBE contract compliance area. It was felt that the contractor has shown no progress in improving its methods and efforts to employ women and minorities in the workforce. (Mocon Corporation was not present at the meeting.) Pursuant to ORS 279.037(1)(d), Mr. Rulien requested authority to notify Mocon of their prequalification suspension for a period of 90 days upon receipt of notice. The contractor then has a right to a hearing on the matter. Vice Chairman Whitty moved for approval of the request and the motion carried unanimously by the Commission.

Mr. Rulien stated that the legal studded tire season is November 1 to April 30 of the following year. He said the law does grant the authority to the Commission to shorten or lengthen the period of permissible use. To coincide with the first week of Rocky Mountain elk hunting season on October 28, he recommended that the Commission allow use of studded tires to begin a week earlier. Vice Chairman Whitty moved for approval and the motion carried unanimously by the Commission to advance the starting date for legal use of studded tires to October 25, which is the Sunday before elk season. At the same time, the Commission and staff encouraged drivers not to use studded tires at all due to safety and the cost of road damage from the use of studs.

There being no further business to consider, the formal meeting was adjourned by Chairman Hollern at 9:45 a.m.

At 10:05 a.m., the Commission met in the Director's Office (Room 135) of the Transportation Building in Salem to discuss topics of general concern. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Robert N. Bothman, Director of Transportation
Larry Rulien, State Highway Engineer
Gary Potter, Director of Administration

(Continued on next page)

David Talbot, Administrator of Parks and Recreation
Division
Jack Graham, Manager, Administrative Services
Fran Neavoll, Commission Services

Chairman Hollern inquired as to the planning being done on the Oregon Coast Highway (Highway 101) and in particular the Lincoln Beach-Fogarty Creek Section in Lincoln County. (A public hearing had been held on this section of highway on September 3, 1987.) After considerable discussion, the Commission instructed the staff to conduct a US101 Corridor Study using the following guidelines:

- 1) To develop a long-range strategy for future development of US101.
- 2) To determine which sections may be widened to five lanes to ease traffic congestion and which would retain two-lane traffic because of the high scenic or natural values.
- 3) To avoid future controversies by getting those interested in the Coast Highway to agree on US101 in the different areas and how future improvements would shape the route.
- 4) To determine an operating strategy to solve the existing problems of US101.

The Commission instructed the staff to hold a workshop at the Astoria meeting and that a news release be mailed out well in advance inviting road user groups, local governments and the public to comment on the proposal. This notification was to include all persons participating in the Lincoln Beach-Fogarty Creek Project hearing on September 3, 1987.

Mr. Bothman inquired about a Highway 97 Study and the possibility of holding hearings. No conclusion was reached.

A meeting with the Department of Economic Development was also discussed. The Commission asked that the Economic Development Department be invited to the December Transportation Commission meeting to discuss regional strategies and the Six-Year Highway Improvement Program.

Mr. Rulien mentioned that the dates for the hearings concerning the Six-Year Highway Improvement Program are tentatively being set and will be circulated to the Commission for their consideration.

The Astoria Commission meeting schedule was discussed. It was decided that there would be a tour of Fort Stevens State Park and of the Astoria Bypass on Monday, November 16, 1987. The Commission asked for a written description as to what they will see on the tour.

Mr. Talbot discussed the study of recreational areas in Oregon and asked for the Commission's input.

The contractor dispute issue was discussed briefly and it was reported that most claims have now been resolved.

The contract with Price Waterhouse to make corrective recommendations regarding the Department's automated financial system was discussed. It was reported that a number of corrective actions have been implemented. The Commission instructed the staff to report on the matter at the Astoria meeting.

Mr. Potter mentioned that the Commission and Director would be having lunch with the Asphalt Pavement Association of Oregon. He said that Association has raised the issue of how highway construction bids are rejected. They were concerned with the last-minute rejection of bids just prior to a bid opening. He briefed the Commission on the reasons for the rejections of bids received for fiscal year 1987. (See memo from W. H. Wakerlig to Gary Potter dated October 16, 1987, in Commission's files, Salem.)

The meeting adjourned at 11:25 a.m.

The Commission and the Director attended a no host luncheon with the Asphalt Pavement Association of Oregon at the Chumaree Comfortel, 3301 Market Street NE, Salem. (Notice of the luncheon had been made by press release to newspapers of local and general circulation throughout the State.)

At 1:55 p.m., the Commission held a workshop on the Six-Year Highway Improvement Program in the Large Conference Room. (Notice of the workshop had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Robert N. Bothman, Director of Transportation
Gary Potter, Director of Administration

(Continued on next page)

Larry Rulien, State Highway Engineer
 Don Adams, Assistant State Highway Engineer, Project
 Development Branch
 Rick Kuehn, Region 1 Engineer
 Dale Wilken, Division Administrator, Federal Highway
 Administration
 Cam Gilmour, Manager of Program Section
 Fran Neavoll, Commission Services

There were other staff persons present.

Mr. Rulien recalled that at the previous workshops there have been discussions of the new revenue from House Bill 2112 and anticipated revenue for the ten-year highway program. He said now it is time to include the new revenues and the "Access Oregon" program into the Six-Year Highway Improvement Program update. He commented that it is necessary to adjust the ten-year revenues down to six years' availability for that program. He explained that at the same time the current Six-Year Program composed of the Federal Aid Program will get a two-year update. He said items for discussion at the workshop are keeping previous commitments, uncompleted work in the construction part of the program, monies available for new added projects, reconfirm the "Access Oregon" program, public meeting schedules, and regional strategies that will produce some highway needs.

Cam Gilmour, by use of flipcharts, displayed the "Access Oregon" routes, which listed the 12 routes of 15+ highways totaling 1,176 miles. He said the focus is on tourist destination routes and includes the length between I-5 and 99W (the western bypass). (See handout in Commission's files, Salem, entitled State Modernization Program (Access Oregon). Mr. Gilmour mentioned that these routes would be the emphasis for revenues from House Bill 2112. There was discussion concerning the "Access Oregon" routes and in particular the Westside Bypass (I-5 to 99W).

Mr. Gilmour discussed the following charts:

HB 2112 REVENUE

88-97 PERIOD \$300M

98-94 PERIOD \$187M

RESERVE @ \$5M/YR \$30M

PRELIMINARY
PROGRAM (JANUARY 1) 73

PUBLIC MEETING
PROCESS 84
\$187M

1987-92 PROGRAM

DOLLAR VALUE OF
REMAINING PROJECTS \$474 MILLION

RESERVED FUNDS NOT
COMMITTED TO PROJECTS 110

TOTAL \$584 MILLION

1989-94 PROGRAM

FUNDS AVAILABLE \$657,100

UNCOMMITTED FUNDS
AVAILABLE \$73 MILLION

COSTS IN 1989 DOLLARS

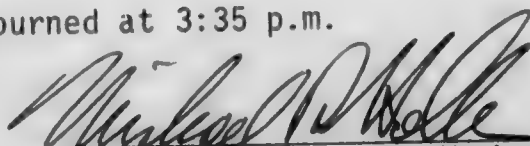
Mr. Gilmour handed the Commission the first draft of the Program, which included the "Access Oregon" projects in the developmental section. He said copies will also be given to the Region Engineers for their review. It was mentioned that a workshop would be held in Astoria to obtain the Commission's input before sending the Program to the local governments for review. He said the staff would be asking the Commission at their December meeting for preliminary approval of the Program.

Chairman Hollern indicated that the "Access Oregon" projects should have identity in the Program. Vice Chairman Whitty suggested that the "Access Corridor" routes be resubmitted to the Region Engineers for their consideration. Chairman Hollern also suggested that comments be included in the Program concerning the following:

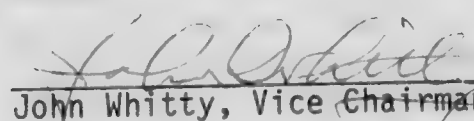
- 1) The revenue from HB2112 is not sufficient to cover all the projects.
- 2) Discussion concerning the declining Federal Funds.
- 3) Roads Finance Study.

The Commission asked that the staff put together the dates, time, and place of the public meetings and send to them in advance of the November meeting. The Commission will finalize at the November workshop which meetings they will attend. It was the consensus that one member of the Commission would attend each meeting. There was a brief discussion as to how the regional strategies would fit into the Program.

The workshop adjourned at 3:35 p.m.

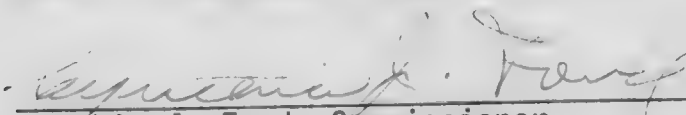


Michael P. Hollern, Chairman



John Whitty, Vice Chairman

David F. Bolender, Commissioner



Cynthia J. Ford, Commissioner

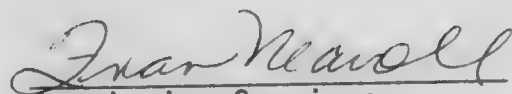
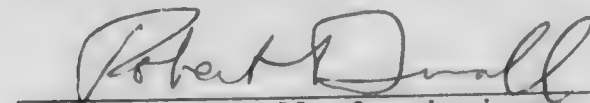

Commission Services
Robert F. Duvall, Commissioner

EXHIBIT A
MINUTES OF Oct. 20, 1987

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project Columbia River (Astoria) Bridge
(Contract No. 10,488)
Type of Work Viaduct Repair F.A. Proj. No. State
County Clatsop Highway Oregon Coast
No. of Bidders 5 Low Bidder F. E. Ward, Inc., Vancouver, WA
Low Bid \$ 986,840.00

Engineer's Recommendation: Award to low DBE/WBE responsive bidder subject to concurrence of the State of Washington.

2nd Bidder:	Donald W. Thompson, Inc., North Bend	\$1,015,834.00
3rd Bidder:	Abhe & Svoboda, Inc., Prior Lake, MN	\$1,223,410.00

No. 2 Project Queen Ave.-Corvallis/Lebanon Hwy. (Unit 1)
(Contract No. 10,489)
Type of Work Grading, Paving, Structures F.A. Proj. No. State
Signing, Signals, Landscaping
and Water System
County Linn Highway Albany-Junction City
No. of Bidders 4 Low Bidder J. C. Compton Contractor, Inc., McMinnville
Low Bid \$ 4,340,947.75

Engineer's Recommendation: Award to low DBE/WBE responsive bidder.

2nd Bidder:	Morse Bros., Inc., Lebanon	\$4,413,982.35
3rd Bidder:	Wildish Corvallis Construction Co., Eugene	\$4,562,632.90

No. 3 Project East Portland Freeway-Clackamas Community College
(Contract No. 10,490)
Type of Work Roadside Improvement F.A. Proj. No. IX-78(13)
County Clackamas Highway Cascade Highway South
No. of Bidders 3 Low Bidder Paul Brothers, Inc., Boring
Low Bid \$ 147,963.00

Engineer's Recommendation: Award to low DBE/WBE responsive bidder subject to concurrence of the FHWA

2nd Bidder:	Ben Fox, Inc., Milwaukie	\$195,731.00
3rd Bidder:	Cedar Landscape Maintenance, Hillsboro	\$230,000.00

MICHAEL P. HOLLERN

to 9-1-87

EXHIBIT A
MINUTES OF Oct. 20, 1987

No. 4 Project Linwood Avenue-SE 82nd Avenue Section
Type of Work Grading, Paving & Signals F.A. Proj. No. (Contract No. 10,491)
IX-9702(7)
County Clackamas Highway Harmony Road (County Road)
No. of Bidders 5 Low Bidder Copenhagen Utilities & Construction, Inc.,
Clackamas
Low Bid \$ 968,331.85

Engineer's Recommendation: Award to low DBE/WBE responsive bidder subject to the concurrence of the FHWA and Clackamas County and receipt of deposit by County.

2nd Bidder: Dirt & Aggregate Interchange, Inc., Troutdale	\$1,092,884.45
3rd Bidder: Bonstan Construction Co., Inc., Clackamas	\$1,146,628.50

No. 5 Project Sunnyside Road at Mt. Scott Office Park
Type of Work Traffic Signals F.A. Proj. No. (Contract No. 10,492)
State
County Clackamas Highway FAU 9718 (Sunnyside Road)
No. of Bidders 5 Low Bidder Mill Plain Electric, Inc., Vancouver, WA
Low Bid \$ 63,990.00

Engineer's Recommendation: Award to low bidder.

No. 6 Project Nesika Beach Slide
Type of Work Grading & Slope Protection F.A. Proj. No. (Contract No. 10,493)
F-2-1(27)
County Curry Highway Oregon Coast
No. of Bidders 6 Low Bidder Tidewater Contractors, Inc., Brookings
Low Bid \$ 930,784.50

Engineer's Recommendation: Award to low DBE/WBE responsive bidder subject to concurrence of the FHWA. *See Page 7450*

2nd Bidder: Bracelin-Yeager Excavating & Trucking Co., Coos Bay	\$1,147,422.60
3rd Bidder: Huffman & Wright Logging Co., Canyonville	\$1,279,032.00

RONALD P. HOLLERN

9-1-87

EXHIBIT AMINUTES OF Oct. 20, 1987

No. 7 Project Riverside Blvd. and Greenwood Ave. (Bend)
Type of Work Overlay F.A. Proj. No. (Contract No. 10,494)
M-0000(80)
County Deschutes Highway City Streets
No. of Bidders 3 Low Bidder Bend Aggregate & Paving Co., Bend
Low Bid \$ 103,419.50

Engineer's Recommendation: Award to low bidder subject to the concurrence of
the City of Bend and FHWA and receipt of deposit by
the City.

No. 8 Project Dover Lane-Bear Drive Section
Type of Work Grading, Paving, & Signing F.A. Proj. No. (Contract No. 10,495)
State
County Jefferson Highway The Dalles-California
No. of Bidders 3 Low Bidder R. L. Coats, Bend
Low Bid \$ 424,589.00

Engineer's Recommendation: Award to low bidder.

No. 9 Project Goodpasture Bridge Slide Section
Type of Work Slide Correction F.A. Proj. No. (Contract No. 10,496)
State
County Lane Highway McKenzie
No. of Bidders 8 Low Bidder James W. Fowler Co., Dallas
Low Bid \$ 144,698.00

Engineer's Recommendation: Award to low bidder.

MICHAEL P. HOLLERN

9-1-87

EXHIBIT AMINUTES OF Oct. 20, 1987

No. 10 Project Elm Street-Alder Street (Sweet Home)
Type of Work Grading and Paving F.A. Proj. No. (Contract No. 10,497)
County Linn Highway 10th Avenue (City Street)
No. of Bidders 4 Low Bidder Columbia Pacific Construction Co., Lake Oswego
ALT. "A"
Low Bid \$ 315,654.00

Engineer's Recommendation: Award to low DBE/WBE responsive bidder subject to the concurrence of City of Sweet Home and FHWA and receipt of deposit by City.

2nd Bidder: Wildish Corvallis Construction Co., Eugene \$322,469.75
3rd Bidder: Morse Bros., Inc., Lebanon \$353,604.00

No. 11 Project Willow Creek (Romans) Bridge Section
Type of Work Grading & Structure F.A. Proj. No. (Contract No. 10,498)
County Malheur Highway North Road "C"
No. of Bidders 3 Low Bidder A & R Construction, Inc., dba Laco Construction Company, Lewiston, ID
Low Bid \$ 122,293.00

Engineer's Recommendation: Award to low bidder subject to the concurrence of Malheur County and receipt of deposit by County.

No. 12 Project Blue Lake Park Section
Type of Work Wetland Development F.A. Proj. No. (Contract No. 10,499)
County Multnomah Highway County Park
No. of Bidders 10 Low Bidder J. L. Arndt Construction Co., Troutdale
Low Bid \$ 74,547.50

Engineer's Recommendation: Award to low DBE/WBE responsive bidder subject to the concurrence of the FHWA.

2nd Bidder: Paul Brothers, Inc., Boring \$109,085.00
3rd Bidder: Elte, Inc., Boring \$117,137.50

WILLIAM P. HOLLERN
9-1-87

EXHIBIT A
MINUTES OF Oct. 20, 1987

No. 13 Project Columbia Blvd. (BNRR) Bridge #9685
Type of Work Structure Repair F.A. Proj. No. (Contract No. 10,500)
M-9956(16)
County Multnomah Highway FAU 9956 (N. Columbia Blvd.)
No. of Bidders 4 Low Bidder F. E. Ward, Inc., Vancouver, WA
Low Bid \$ 244,200.00

Engineer's Recommendation: Award to low bidder subject to the concurrence of the City of Portland and FHWA and receipt of deposit by City.

No. 14 Project Brown and Padget Roads Section
Type of Work Grading and Drainage F.A. Proj. No. (Contract No. 10,501)
RS-B446(2) & RS-B444(2)
County Sherman Highway County Roads
No. of Bidders 11 Low Bidder Douglas S. Coats, Inc., Bend
Low Bid \$ 264,980.50

Engineer's Recommendation: Award to low DBE/WBE responsive bidder subject to concurrence of Sherman County and receipt of deposit by County.

2nd Bidder:	James W. Fowler Co., Dallas	\$276,382.00
3rd Bidder:	J. L. Arndt Construction Co., Troutdale	\$284,091.95

No. 15 Project Oregon/Washington Hwy.-Walla Walla River (Milton-Freewater)
Type of Work Grading and Paving F.A. Proj. No. (Contract No. 10,502)
M-7250(2)
County Umatilla Highway S. Main St. & SE 15th Ave. (City Streets)
No. of Bidders 3 Low Bidder Transtate Paving Co., Yakima, WA
Low Bid \$ 319,848.19

Engineer's Recommendation: Award to Low DBE/WBE responsive bidder subject to the concurrence of the City of Milton-Freewater and FHWA, and receipt of deposit by City.

2nd Bidder:	Humbert Excavating, Milton-Freewater	\$335,552.85
3rd Bidder:	Pioneer Asphalt, Inc., dba Pioneer Construction, Inc., Pendleton	\$342,941.67

LL P. ROLLER
9-1-87

EXHIBIT AMINUTES OF Oct. 20, 1987

No. 16 Project Ray Circle-Cornelius Pass Road Section
(Contract No. 10,503)
Type of Work Grading, Paving, Signing, Illumination, Signals and Landscaping F.A. Proj. No. IX-9022(15)
County Washington Highway Cornell Road (County Road)
No. of Bidders 9 Low Bidder Fabricators, Incorporated, Salem
Low Bid \$2,592,274.67

Engineer's Recommendation: Award to low DBE/WBE responsive bidder subject to the concurrence of FHWA and Washington County, and receipt of deposit by County.

2nd Bidder: Baker Rock Crushing Co., Beaverton	\$2,759,886.05
3rd Bidder: Northwest Earthmovers, Inc., Tualatin	\$2,771,163.64

On September 1, 1987, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on August 27, 1987, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 1, 2, 3, 4, 6, 10, 12, 14, 15 and 16 if the low bidder fails to meet the requirements for the disadvantaged-woman business enterprises, award will be made to the next lowest responsive bidder pending DBE/WBE review and cost justification.

Dated this 14 day of September, 1987



Michael P. Hollern, Chairman
OREGON TRANSPORTATION COMMISSION

EXHIBIT A
MINUTES OF Oct. 20, 1987

TO: Oregon Transportation Commission

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

Agreement with CAFARO Company to construct certain roadway improvements and to install traffic control signal equipment, including an interconnect system, at the Washington Circle Access and Hall Boulevard. State will design, install, and maintain the signal equipment. CAFARO Company will pay 100 percent of all project costs. (Authorize State Highway Engineer to sign agreement.)

Agreement with Eastgate Theatre, Inc. for roadway and traffic signal improvements at an access point to a theatre complex on the Pacific Highway West. State will design the signal modifications and perform most of the necessary work. The Company will pay for 100 percent of all project costs (approximately \$15,000) and provide the vicinity map and perform the required field survey. (Authorize State Highway Engineer to sign agreement.)

Agreement with the Tri-County Metropolitan Transportation District of Oregon (Tri-Met) for modification of existing traffic signals on the Tualatin Valley Highway, Oak and Baseline at Dennis Street, to accommodate a Tri-Met facility and improve traffic circulation patterns. State will design and perform required signal modifications. Tri-Met will pay 100 percent of all project costs (approximately \$15,000). (Authorize State Highway Engineer to sign agreement.)

Dated this 14 day of September, 1987

Michael P. Hollern
Michael P. Hollern, Chairman
Oregon Transportation Commission

- 7444 -

9-9-87

APPROVED
Shirley
STATE HIGHWAY ENGINEER
9/10/87

EXHIBIT AMINUTES OF Oct. 20, 1987

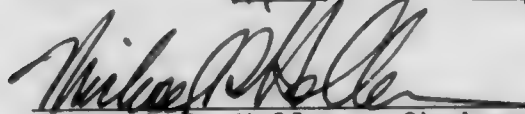
TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the actions listed below and report this action for your official records:

- 1) Agreement with Xynetics, Inc. for maintenance services on the Xynetics pen plotter which is part of the Computer Aided Drafting and Design System in the amount of \$11,868 beginning October 1, 1987, through September 30, 1988. (Authorize State Highway Engineer to sign agreement.)
- 2) Agreement with City of Veneta transferring maintenance, jurisdiction and control of a portion of former alignment of the Florence-Eugene Highway to the City of Veneta. This portion of former alignment was created by the relocation of the Noti-Veneta, East Unit Section. (Authorize State Highway Engineer to sign agreement.)


Dated this 21 day of September, 1987



Michael P. Hollern, Chairman
Oregon Transportation Commission

9-17-87

APPROVED



STATE HIGHWAY ENGINEER

Date 9/18/87

EXHIBIT B

MINUTES OF Oct. 20, 1987

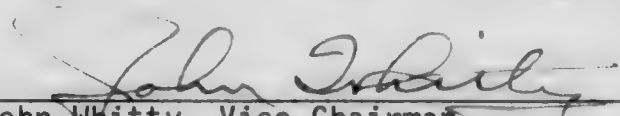
TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under
Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the action listed below and report this action for your official records:

On August 27, 1987, approved an emergency contract with Hamilton Construction Company that authorizes the completion of repairs to the Catching Slough Bridge, Bridge No. 2278C, on the Coos River Highway 241 in Coos County. The total amount of the contract will be \$248,155 and work will begin on September 8, 1987. Repairs to the bridge will be completed by September 21, 1987. (Authorized State Highway Engineer to sign contract.) (Contract No. 10,504)

Dated this 10 day of SEPTEMBER, 1987



John Whitty, Vice Chairman
Oregon Transportation Commission

9-1-87

EXHIBIT C
MINUTES OF Oct. 20, 1987

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved all the actions listed below and report this action for your official records:

- 1) On August 24, 1987, approved an agreement with the Courthouse Athletic Club that establishes a group membership program for a fee of \$1,000 beginning September 1, 1987, and expiring February 28, 1988.
- 2) On September 16, 1987, signed a Bond Purchase Agreement with Morgan Stanley & Co. Incorporated, The First Boston Corporation, Shearson Lehman Brothers Inc., and Smith Barney, Harris Upham & Co. Incorporated for issuance of Highway User Tax Revenue Bonds, Series 1987, in the amount of \$80,000,000. (Authority to sign document delegated by Transportation Commission on August 25, 1987.)
- 3) On September 17, 1987, approved a personal service contract with Lynn Reer to conduct a one day "Telephone Talk" course on October 7, 1987, at a cost not to exceed \$300.

Dated this 1st of October, 1987

Robert N. Bothman
Director of Transportation

9-28-87

EXHIBIT D

MINUTES OF Oct. 20, 1987

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I took the following actions and report this for your official records:

- 1) On August 10, 1987, approved a Memorandum of Understanding with Cascade Trailways to install and maintain highway directional signs to intercity bus stations and bus stops throughout the State.
- 2) On August 19, 1987, approved Supplemental Agreement No. 4 with Howard Needles Tammen & Bergendoff for preliminary design on the Alsea Bay Bridge in Lincoln County. This supplement increases the calendar days from 900 to 1,110. (Original agreement approved by Transportation Commission on July 31, 1984.)
- 3) On August 20, 1987, signed a personal service contract with Howard Needles Tammen & Bergendoff for preliminary engineering services on the I-5 at Highway 217/Kruse Way Interchange of the Pacific Highway in Clackamas and Washington Counties at a cost not to exceed \$255,517. Time Period: 270 calendar days. (Approved by Transportation Commission on July 22, 1986.)
- 4) On August 24, 1987, declared an emergency due to a serious traffic problem and directed staff to order and purchase concrete median barrier and protective end treatments for installation on the Lower Columbia River Highway one mile west of Rainier in Columbia County. These items will be furnished by the State to the contractor handling the installation so that the barrier can be in place by October 31, 1987. Bids will be opened on the project on September 24, 1987.

EXHIBIT D

MINUTES OF Oct. 20, 1987

- 5) On August 24, 1987, granted authority to proceed with a negotiated contract for repairs to the Catching Slough Bridge #2278C at M.P. 2.23 on the Coos River Highway No. 241 east of Coos Bay in Coos County. Repairs to the bridge need to be done immediately and due to the emergency nature, time is not available to formally obtain bids.

On August 14, 1987, the bridge was closed to all vehicular loads in excess of 15 tons gross loading, effective August 17, 1987, at 8 a.m. The load limit will remain in effect until repairs are made to the structure.

- 6) On August 25, 1987, approved a supplemental agreement covering the luminaire project at the Cascade Locks Interchange on the Columbia River Highway in Hood River County. This supplement requires the State to maintain and pay all electrical energy consumed by luminaire units installed by the State, and requires the City to pay these costs on the units installed by the City. (Original agreement approved by the Oregon State Highway Commission on March 5, 1968.)
- 7) On September 15, 1987, signed Supplemental Agreement No. 3 with Tippetts-Abbett-McCarthy-Stratton for preliminary engineering on the 181st Avenue-Troutdale Section of the Columbia River Highway (I-84) in Multnomah County. This supplement increases the project scope, adds 48 calendar days for a total of 475 days and increases the project cost by \$14,226.28 to a new maximum amount of \$393,770.51. (Signed by W. E. Schwartz for State Highway Engineer. Original agreement approved by Transportation Commission on July 16, 1985.)

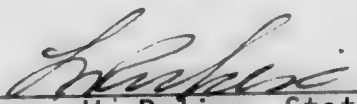
EXHIBIT D
MINUTES OF Oct. 20, 1987

- 8) On September 17, 1987, signed Supplemental Agreement No. 1 with Oregon State University to develop cost effective methods of providing for use and maintenance of weigh-in-motion systems. This supplement extends completion date from September 30, 1987, to March 31, 1988. (Original agreement approved by Transportation Commission on May 20, 1986.)
- 9) On September 18, 1987, I rejected the bid of Tidewater Contractors, Inc., in the amount of \$930,784.50 for the Nesika Beach Slide Project on the Oregon Coast Highway in Curry County on which bids were received August 27, 1987. Contractor was unable to identify or secure any DBE participation and it was determined that the contractor failed to meet or demonstrate "good faith efforts". The bid was determined non-responsive as contractor did not comply with the Special Provisions regarding minority business enterprise. Contract was awarded to second low bidder, Bracelin-Yeager Excavating & Trucking, Inc. See pg. 7439
- 10) On September 18, 1987, approved Supplemental Agreement #1 with Portland State University for the research project exploring methods for selecting location sites to collect truck weight data. Supplement adds \$2,500 to cost for a project total of \$27,500 and extends completion date to December 15, 1987. (Original agreement approved by Transportation Commission on December 18, 1986.)
- 11) On September 21, 1987, approved negotiation of contracts for damage assessment and emergency repairs on the Lone Rock (Glide) Bridge #2496 located at M.P. 18.06 on the North Umpqua Highway in Douglas County. An overheight load caused extensive structural damage to the bridge on September 11, 1987. Temporary repairs have allowed one lane of traffic to remain open, controlled by flaggers. The bridge has been closed to overwidth loads and loads over 80,000 pounds. Preliminary estimate for repair of the bridge is \$350,000.

EXHIBIT D

MINUTES OF Oct. 20, 1987

- 12) On September 22, 1987, approved Supplemental Agreement No. 6 with CH2M-Hill Northwest Inc. for the South Slough (Charleston) Bridge preliminary engineering project in Coos County. Supplement revises schedule and extends completion date of final design phase to January 25, 1988. (Original agreement approved by Transportation Commission on May 15, 1984.)



Larry W. Rulien, State Highway Engineer

Dated this 30 of September, 1987

9-28-87

EXHIBIT D
MINUTES OF Oct. 20, 1987

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

- 1) Work on the Columbia River (Astoria) Bridge Section of the Oregon Coast Highway in Clatsop County. Bids received on August 27, 1987. Contract No. 10,488 awarded on September 4, 1987, to F. E. Ward, Inc., Vancouver, Washington, at \$986,840.
- 2) Work on the Queen Avenue-Corvallis/Lebanon Highway (Unit 1) Section of the Albany-Junction City Highway in Linn County. Bids received on August 27, 1987. Contract No. 10,489 awarded on September 2, 1987, to J. C. Compton Contractor, Inc., McMinnville, at \$4,340,947.75.
- 3) Work on the East Portland Freeway-Clackamas Community College Section of Cascade Highway South in Clackamas County. Bids received on August 27, 1987. Contract No. 10,490 awarded on September 4, 1987, to Paul Brothers, Inc., Boring, at \$147,963.
- 4) Work on the Linwood Avenue-SE 82nd Avenue Section of Harmony County Road in Clackamas County. Bids received on August 27, 1987. Contract No. 10,491 awarded on September 21, 1987, to Copenhagen Utilities and Construction, Inc., Clackamas, at \$968,331.85.
- 5) Work on the Nesika Beach Slide Section of the Oregon Coast Highway in Curry County. Bids received on August 27, 1987. Contract No. 10,493 awarded on September 23, 1987, to Bracelin-Yeager Excavating & Trucking, Inc., Coos Bay, at \$1,147,422.60.

EXHIBIT D

MINUTES OF Oct. 20, 1987

- 6) Work on the Riverside Boulevard and Greenwood Avenue Section on Bend City Streets in Deschutes County. Bids received on August 27, 1987. Contract No. 10,494 awarded on September 4, 1987, to Bend Aggregate & Paving Co., Bend, at \$103,419.50.
- 7) Work on the Elm Street-Alder Street Section of 10th Avenue in Sweet Home, Linn County. Bids received on August 27, 1987. Contract No. 10,497 awarded on September 4, 1987, to Columbia Pacific Construction Co., Lake Oswego, at \$315,654 Alternate A.
- 8) Work on the Willow Creek (Romans) Bridge Section of the North Road "C" in Malheur County. Bids received on August 27, 1987. Contract No. 10,498 awarded on September 2, 1987, to A & R Construction, Inc. dba Laco Construction Co., Lewiston, Idaho, at \$122,293.
- 9) Wetland development on Blue Lake Park in Multnomah County. Bids received on August 27, 1987. Contract No. 10,499 awarded on September 4, 1987, to J. L. Arndt Construction Company, Troutdale, at \$74,547.50.
- 10) Structure repair on the Columbia Boulevard (BNRR) Bridge #9685 Section of FAU 9956 (North Columbia Blvd.) in Multnomah County. Bids received on August 27, 1987. Contract No. 10,500 awarded on September 9, 1987, to F. E. Ward, Inc., Vancouver, Washington, at \$244,200.
- 11) Work on the Brown and Padget Roads Section in Sherman County. Bids received on August 27, 1987. Contract No. 10,501 awarded on September 2, 1987, to Douglas S. Coats, Inc., Bend, at \$264,980.50.

EXHIBIT D

MINUTES OF Oct. 20, 1987

- 12) Work on the Oregon/Washington Highway-Walla Walla River Section of South Main Street and SE 15th Avenue in Milton-Freewater, Umatilla County. Bids received on August 27, 1987. Contract No. 10,502 awarded on September 18, 1987, to Transtate Paving Co., Yakima, Washington, at \$319,848.19.
- 13) Work on the Ray Circle-Cornelius Pass Road Section of the Cornell County Road in Washington County. Bids received on August 27, 1987. Contract No. 10,503 awarded on September 4, 1987, to Fabricators, Incorporated, Salem, at \$2,592,274.67.



Larry W. Rulien, State Highway Engineer

Dated this 1st of October, 1987

9-29-87

EXHIBIT D
MINUTES OF Oct. 20, 1987

QUARTERLY REPORT OF PROPERTY DAMAGE CLAIMS
MADE AND COLLECTED BY STATE HIGHWAY DIV. LEGAL SECTION

Period From 7-1-87 Thru 9-30-87

	No.	Amount
Claims Pending at Beginning of Period	<u>148</u>	\$ <u>285,245.72</u>
Claims Pending at End of Period	<u>146</u>	\$ <u>297,449.85</u>

Money Collected During Period

Installment Payments	<u>126</u>	\$ <u>21,049.83</u>
Compromise Payments	<u>-0-</u>	\$ <u>-0-</u>
Payments in Full	<u>127</u>	\$ <u>255,968.36</u>
TOTAL		\$ <u>277,018.19</u>

Claims Abandoned During Period	<u>30</u>	\$ <u>23,043.09</u>
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Damage Cases (Actions Filed)	<u>78</u>	\$ <u>79,084.72</u>
Uncollected Judgments	<u>* -0-</u>	\$ <u>-0-</u>

*Referred to Department of Revenue for collection

EXHIBIT E
MINUTES OF Oct. 20, 1987

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

<u>Contractor and Contract No.</u>	<u>Section and County</u>	<u>Acceptance Date</u>
Ross Bros. Construction Co Contract No. 9592	Park Place-Newell Cr. (Phase I) Clackamas	Sept. 17, 1987
Oceanlake Paving Co. Contract No. 10083	Oregon Coast Highway at E. Devils Lake Road (Lincoln City) Lincoln	Sept. 17, 1987
Bob Angell, Inc. Contract No. 10102	John Day-Canyon City Grant	Sept. 17, 1987
Douglas S. Coats Contract No. 10246	Warm Springs Creek (Bendire) Bridge Malheur	Sept. 17, 1987
Lakeside Industries Contract No. 10215	MP 45.7 to 6th Street W. (Rainier) Columbia	Sept. 17, 1987
K-2 Construction Contract No. 10113	Cold Springs Creek Bridge Umatilla	Sept. 22, 1987
Douglas S. Coats Contract No. 10177	Grande Ronde River (Powwatka) Bridge Wallowa	Sept. 22, 1987
Morse Bros., Inc. Contract 10427	Bruce Road-Monroe N.C.L. Benton	Sept. 22, 1987
A-1 Sandblasting & Steam Cleaning Contract No. 10178	O'Xing Burlington Northern & Deschutes River Wasco	Sept. 22, 1987
Holm II, Inc. Contract No. 10252	Nestucca River (Woods) Bridge Tillamook	Sept. 24, 1987
D & D Paving Co. Contract No. 10331	Fosshom Street-"C" Street (Silverton) Marion	Sept. 24, 1987

EXHIBIT EMINUTES OF Oct. 20, 1987

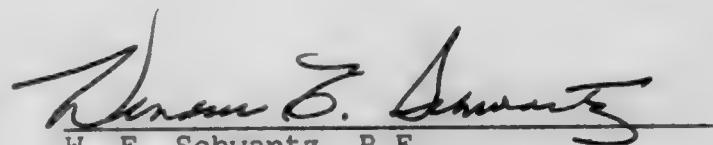
Report of Action Under Delegated Authority by
 Assistant State Highway Engineer
 Page 2

R. L. Coats Contract No. 10322	Ochoco Highway-Painted Hills National Monument Wheeler	October 2, 1987
Oceanlake Ready-Mix Co. Contract No. 10407	Salmon River Highway Guardrail Project Lincoln	October 2, 1987
Bend Aggregate & Paving Co. Contract No. 10461	MP 21-Jim Egan Road Deschutes	October 2, 1987
Portable Rock Production Co., Inc. Contract No. 10417	Round Butte Rock Production Jefferson	October 2, 1987
A & R Construction, Inc. Contract No. 10163	M.F.K. Cold Springs Canyon (MP 0.90) Bridge Umatilla	October 5, 1987

Expenditure Recap

	<u>Above Projects</u>	<u>FY to Date</u>
Original Authorization	\$6,934,931.08	\$60,655,204.07
Anticipated Costs	\$6,750,931.75	\$66,130,042.51
Percentage Overrun (Underrun)	-2.7%	+9.0%

October 5, 1987


 W. E. Schwartz, P.E.
 Asst. State Highway Engineer

BLW:mk

CPC/FL6

MINUTES OF Oct. 20, 1987

COM 4

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

MYRTLE CR. HWY. AT CHADWICK LN. SECTION, MYRTLE CREEK HIGHWAY -
DOUGLAS COUNTY

R-55413 - John W. Erbe. Parcel 1: 860 square feet for permanent easement for slopes. Parcel 2: 1,525 square feet for permit of entry for road approach. Offer \$1,100.00.

R-55422 - Robert E. Benn et al. Parcel 1: 675 square feet for permanent easement for slopes. Parcel 2: 210 square feet for permanent easement for slopes. Parcel 3: 855 square feet for permit of entry for road approach. Offer \$1,400.00.

R-55428 - Hank Clinkenbeard et al. Parcel 1: 400 square feet for permanent easement for slopes. Parcel 2: 563 square feet for permit of entry for road approach. Offer \$450.00.

QUEEN AVE.-CORVALLIS/LEBANON HWY. SECTION, ALBANY-JUNCTION CITY
HIGHWAY - LINN COUNTY

R-54654 - Key Bank of Oregon et al. Parcel 1: 8,550 square feet for right of way purposes. Parcel 2: 4,660 square feet for permanent easement for slopes and utilities. Parcel 3: 7,930 square feet for permanent easement for slopes. Parcel 4: 3,125 square feet for permanent easement for utilities. Parcel 5: 450 square feet for permanent easement for drainage facilities. Offer \$550.00.

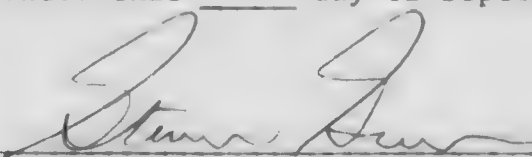
R-54755 - Kampfer Brothers et al. Parcel 1: 3,500 square feet for right of way purposes. Parcel 2: 35 square feet for permanent easement for slopes. Offer \$13,700.00.

R-55552 - William A. Orlando et al. Access Control Only. Offer \$100.00.

S.E. DIVISION ST.-S.E. SCHILLER ST. SECTION, CASCADE HIGHWAY NORTH -
MULTNOMAH COUNTY

R-55087 - Stanley R. Culver et al. Parcel 1: 335 square feet for right of way purposes. Parcel 2: 191 square feet for temporary easement for work area. Offer \$3,500.00.

Dated this 11th day of September, 1987.


STEVEN GREEN, Right of Way Manager

MINUTES OF F
Oct. 20, 1987

DATE: OCTOBER, 1987

TO: OREGON TRANSPORTATION COMMISSION

SUBJECT: REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY

Under delegated authority to the Highway Engineer (Delegation Order No. 23) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager, (Administrative Order No. 33), the following actions were taken:

- 1) Sale of Excess parcel in Clackamas County; containing 0.2 acre, m/l; Park Place-Clackamas Community College Section; Cascade Hwy.; File 51471; \$2,500; Approved 9/11/87 (23-43) (Admin. Order 33).
- 2) Sale of Excess parcel in Lane County; containing 22,070 s.f., m/l; Oakhill-Eugene-Springfield Section; Florence-Eugene Hwy.; File 43487; \$35,000; Approved 9/11/87 (23-43) (Admin. Order 33).
- 3) Sale of Excess parcel in Lane County; containing 18,040 s.f., m/l; Oakhill-Eugene-Springfield Section; Florence-Eugene Hwy.; File 42410; \$40,000; Approved 9/11/87 (23-43) (Admin. Order 33).
- 4) Sale of Excess parcel in Columbia County; containing 0.53 acres, m/l; Nehalem River-Banzer Bridge Section; Nehalem Hwy.; File 54933; \$566; Approved 9/11/87 (23-43) (Admin. Order 33).
- 5) Sale of Excess parcel in Lane County; containing 43,000 s.f., m/l; Oakhill-Eugene-Springfield Section; Florence-Eugene Hwy.; File 43319; \$59,000; Approved 9/11/87 (23-43) (Admin. Order 33).
- 6) Sale of Excess parcel in Lane County; containing 11,160 s.f., m/l; Oakhill-Eugene-Springfield Section; Florence-Eugene Hwy.; File 42408; \$25,000; Approved 9/18/87 (23-43) (Admin. Order 33).
- 7) Sale of Excess parcel in Lane County; containing 10,814 s.f., m/l; Oakhill-Eugene Springfield Section; Florence-Eugene Hwy.; File 44208; \$38,000; Approved 9/18/87 (23-43) (Admin. Order 33).
- 8) Sale of Excess parcel in Multnomah County; containing 11,064 s.f., m/l; Marquam Bridge-S.E. 84th Ave. Section; Mt. Hood Freeway; File 50916-A; \$55,320; Approved 9/24/87 (23-43) (Admin. Order 33).
- 9) Sale of Excess parcel in Multnomah County; containing 9,520 s.f., m/l; Marquam Bridge-S.E. 84th Ave. Section; Mt. Hood Freeway; Files 44925 and 47458; \$43,800; Approved 9/24/87 (23-43) (Admin. Order 33).
- 10) Sale of Excess parcel in Multnomah County; containing 13,300 s.f., m/l; Marquam Bridge-S.E. 84th Ave. Section; Mt. Hood Freeway; Files 44655 and 46787; \$62,500 Approved 9/24/87 (23-43) (Admin. Order 33).

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Report of Actions Taken Under Delegated Authority
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- 11) Sale of Excess parcel in Multnomah County; containing 11,772 s.f., m/l; Marquam Bridge - S.E. 84th Ave. Section; Mt. Hood Freeway; File 50916-B; \$60,000; Approved 9/24/87 (23-43) (Admin. Order 33).
- 12) Sale of Excess parcel in Clackamas County; containing 4.29 acres, m/l; Wilsonville-Hubbard Section; Wilsonville-Hubbard Hwy.; File 37930; \$20,400; Approved 9/28/87 (23-43) (Admin. Order 33).
- 13) Sale of Excess parcel in Washington County; containing 59,263 s.f., m/l; North Tigard-South Tigard Section; Pacific Hwy.; File 19575; \$337,800; Approved 9/28/87 (23-43) (Admin. Order 33).
- 14) Sale of Excess parcel in Multnomah County; containing 4,000 s.f., m/l; Marquam Bridge-S.E. 84th Ave. Section; Mt. Hood Freeway; File 44637; \$7,500; Approved 9/29/87 (23-43) (Admin. Order 33).
- 15) Sale of Excess parcel in Clatsop County; containing .10 acre, m/l; Elsie Summit-Tillamook Co. Section; Sunset Hwy.; File 2066; \$750; Approved 9/28/87 (23-43) (Admin. Order 33).
- 16) Sale of Excess parcel in Clackamas County; containing 3.41 acres, m/l; Wilsonville-Hubbard Section; Wilsonville-Hubbard Hwy.; File 37932; \$16,200; Approved 9/29/87 (23-43) (Admin. Order 33).
- 17) Sale of Excess parcel in Multnomah County; containing 18,063 s.f., m/l; St. Helens Road-N.W. 21st Section; Columbia River Hwy.; File 38373; \$277,000; Approved 9/29/87 (23-43) (Admin. Order 33).
- 18) Sale of Excess parcel in Multnomah County; containing 6,079 s.f., m/l; Marquam Bridge-S.E. 84th Ave. Section; Mt. Hood Freeway; File 46969; \$10,000; Approved 9/30/87 (23-43) (Admin. Order 33).
- 19) Agreement with Southern Pacific Transportation Company; Clackamas County; Harmony Road Project-East Milwaukee; R.R. 1269; Permanent Easement for highway construction and related work; Approved 9/11/87 (23-50).
- 20) Agreement with Southern Pacific Transportation Company; Clackamas County; to widen crossing, install 2 flashing lights, and 2 automatic gates at grade crossing of Canby-Mulino Rd. and the Molalla Branch of SPTC (OPUC crossing No. CJ-749.60); R.R. 1270; Service Contract No. 87-17; Estimated Cost \$106,493; Approved 9/14/87 (23-50).
- 21) Agreement with Southern Pacific Transportation Company; Jackson County; to widen crossing, install 2 flashing lights, and 2 automatic gates at the grade crossing of Kirtland Rd. and the White City Branch of the SPTC (OPUC crossing No. CR-450.9); R.R. 1271; Service Contract No. 87-18; Estimated Cost \$116,957; Approved 9/14/87 (23-50).

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- 22) Agreement with Southern Pacific Transportation Company; Clackamas County; to widen crossing, install 2 flashing lights, and 2 automatic gates at the grade crossing of Macksburg-Liberal Rd. and the Molalla Branch of the SPTC (OPUC Crossing No. CJ-752.10); R.R. 1272; Service Contract No. 87-19; Estimated Cost \$110,631; Approved 9/14/87 (23-50).
- 23) Agreement with Southern Pacific Transportation Company; Clackamas County; Proposed Easement Indenture; proposed widening I-205 overpass C-760.91 AD at Clackamas; Service Contract 87-6; Sunnyside Rd.-Lawnfield Rd.; ODOT Agrmnt. No. RR-1256; Approved 10/01/87 (23-50).
- 24) Relinquishment to Morrow County; completing Agreement dated August 23, 1965 between State and County; Irrigon Junction-Umatilla County Line Section; Old Oregon Trail Hwy.; Key File 37577; Misc. C. & A. 2900; Signed 9/01/87.
- 25) Relinquishment to City of LaGrande; completing Agreement dated July 24, 1967 between State and City; Oro Dell-Union Junction Section; Old Oregon Trail Hwy.; Key File 40635; Misc. C. & A. 3407; Signed 9/08/87.
- 26) Options and other documents relating to the acquisition of property by the Highway Division (23-65):

PACIFIC HIGHWAY @ HAWTHORNE - PACIFIC HIGHWAY - MARION COUNTY

54310	Weston Investment Company	\$ 0	App. 9/15/87
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LONG TOM RIVER BRIDGE - MAPLETON-JUNCTION CITY - LANE COUNTY

54346	T. C. Irwin, Jr. (Fencing)	\$ 1,750	App. 9/24/87
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CORNELIUS PASS RD. INTERCHANGE - SUNSET HIGHWAY - WASHINGTON COUNTY

54959	Standard Insurance Company of Portland, Oregon	\$56,500	App. 9/24/87
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SLIDE CORRECTION - SUNSET HIGHWAY - CLATSOP COUNTY

55014	State of Oregon Board of Forestry	\$ 3,094	App. 8/28/87
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S.E. DIVISION-S.E. SCHILLER - CASCADE N. HIGHWAY - MULTNOMAH COUNTY

55076	Orland O. & Mary Joan Ogden	\$18,150	App. 9/24/87
55077	Thomas & Dyan Lyness	\$ 4,750	App. 9/24/87
55301	Canton Grill, Inc.	\$ 9,000	App. 9/24/87
55347	Steven & Kathryn S. Greenberg	\$10,470	App. 9/21/87
55348	Steven & Kathryn S. Greenberg	\$ 1,130	App. 9/21/87
55348	Ackerly Communications of the Northwest, Inc. (Sign)	\$ 9,500	App. 9/21/87

NORTH FORK NEHALEM RIVER (SCOVELL RD.) BRIDGE - SCOVELL RD. - TILLAMOOK COUNTY

55192	John G. Newberg, et al	\$ 1,200	App. 9/03/87
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WILLIAMSON RIVER-MODOC PT. - THE DALLES-CALIF. HIGHWAY - KLAMATH COUNTY

55392	Julia B. Warner James S. & Gloria A. Say	\$ 2,575	App. 9/16/87
55394	Richard F. Horn	\$ 300	App. 9/21/87
55395	Alta Ruth Howser & Winema Peninsula, Inc.	\$ 7,447	App. 9/11/87

MYRTLE CREEK HIGHWAY-CHADWICK LN. - MYRTLE CREEK HIGHWAY - DOUGLAS COUNTY

55422	Robert E. Benn	\$ 1,400	App. 9/24/87
55424	Myrtle Creek Body Shop, Inc.	\$ 2,900	App. 9/04/87
55428	Hank & Irene Clinkenbeard	\$ 900	App. 9/24/87

N.W. 31ST AVE.-N.W. 29TH AVE. - ST. HELENS RD./VAUGHN ST. - MULTNOMAH COUNTY

55473	City of Portland	\$ 3,250	App. 9/16/87
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GARFIELD-WASHINGTON (6TH-7TH) - PACIFIC WEST HIGHWAY - LANE COUNTY

55507	Jim Brown	\$ 615	App. 9/16/87
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QUEEN AVE.-CORVALLIS/LEBANON HIGHWAY - ALBANY-JCT. CITY HIGHWAY - LINN COUNTY

55551	Lillian Weatherford & Joyce Weatherford	\$ 530	App. 9/15/87
55551.A	Alice Harper	\$ 0	App. 9/15/87
55556	Claudia Coke	\$ 100	App. 9/15/87

JOHN DAY RIVER BRIDGE SECTION - LOWER COLUMBIA RIVER HIGHWAY - CLATSOP COUNTY

55687	Carl A. Pierson	\$ 3,660	App. 9/24/87
55692	George L. & Mary Parker	\$10,800	App. 8/28/87
55695	State of Oregon Division of State Lands	\$ 1,713	App. 9/15/87

PACIFIC HIGHWAY E. @ QUINABY RD. - PACIFIC HIGHWAY - MARION COUNTY

55710	Robert & Cheryl Hawkins	\$ 150	App. 9/11/87
55716	Ida A. Leshner	\$ 2,900	App. 9/11/87

ROCK CREEK BLVD.-T.V. HIGHWAY - 185TH AVE. - WASHINGTON COUNTY

55766	Arden L. & Dorothy A. Helvey	\$45,000	App. 9/18/87
55780	Georgeanne Danneker Barrett	\$60,000	App. 9/18/87
55788	David John & Rosalyn S. Radcliffe	\$ 2,750	App. 9/18/87
55791	Wallace E. Proux, Jr.	\$53,000	App. 9/08/87
55798	William L. & Myrna J. Siebert	\$ 500	App. 9/18/87
55799	William L. & Myrna J. Siebert	\$ 500	App. 9/18/87
55847	Yoon Suh Choi & Soon Ja Choi	\$ 1,240	App. 8/19/87
55873	Thoun S. & Sofiya Nuhn	\$ 500	App. 9/24/87
56212	Liberty Baptist Church of Aloha, Oregon	\$ 500	App. 9/24/87

EXHIBIT _____ F
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ROCK CREEK BLVD.-T.V. HIGHWAY - 185TH AVE. - WASHINGTON COUNTY (Continued)

56235	Kenneth C. & Vivian B. Schlecht	\$ 1,500	App. 9/18/87
56236	Brandt K. & Judy A. Steen	\$ 100	App. 9/24/87
56238	George M. & Lois M. Miller	\$ 1,100	App. 9/24/87
56243	Kinder Care Learning Centers, Inc.	\$ 2,900	App. 9/18/87
56248	Michael L. & Rhonda R. Chamberlain	\$ 800	App. 9/18/87

GATE CREEK (VIDA) BRIDGE - McKENZIE HIGHWAY - LANE COUNTY

55910	Dept. of Transportation Parks Division	\$ 4,850	App. 9/01/87
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OGLESBY CREEK BRIDGE - CORVALLIS-NEWPORT HIGHWAY - LINCOLN COUNTY

55922	W. R. & Elsie E. Girardelli	\$ 2,550	App. 9/18/87
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12TH ST.-24TH ST. - MISSION ST. - MARION COUNTY

55969	Merritt Truax, Inc.	\$16,000	App. 9/24/87
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N.E. 111TH-181ST AVE. - COLUMBIA RIVER HIGHWAY - MULTNOMAH COUNTY

56089	Gary & Nedra Williams-Clark	\$ 1,675	App. 9/02/87
56090	David M. & Ruth A. McCrea	\$ 925	App. 9/11/87
56094	L. Fenn & Carolyn Bourland	\$ 500	App. 9/16/87
56100	John F. & Melba Pickett	\$ 325	App. 8/18/87
56101	Martin P. & Claire L. Dasler	\$ 450	App. 8/28/87
56102	Wayne A. Roberts	\$ 1,100	App. 9/15/87
56103	Alexander Joseph & Beverly J. Halmage	\$ 450	App. 9/15/87
56104	Guiseppe & Shirley Calcagno	\$ 250	App. 9/24/87
56105	William Earl & Mary Jean Hill	\$ 250	App. 9/24/87

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N.E. 111TH-181ST AVE. - COLUMBIA RVR. HIGHWAY - MULTNOMAH COUNTY (Continued)

56106	Carol A. Teadtke-Schmitz	\$ 900	App. 9/02/87
56112	John S. & Catherine M. Tovey	\$ 425	App. 9/16/87
56113	Victor & Nelda M. Jones	\$ 800	App. 9/02/87
56115	Robert L. & Dorene B. Bergeron	\$ 1,700	App. 9/21/87
56116	Carl E. & Eunice P. Johnson	\$ 1,200	App. 9/16/87
56117	Alma Wall & Evelyn M. Wall	\$ 1,375	App. 9/16/87
56119	Lyman D. Miller, Personal Representative	\$ 1,000	App. 9/24/87

LESTER AVE. INTERCHANGE - E. PORTLAND FREEWAY - CLACKAMAS COUNTY

56162	Gene L. & Donna Livingston	\$57,000	App. 9/15/87
56671	Edward J. & Monica L. Newcomer	\$36,300	App. 9/16/87

PISTOL RIVER MAINTENANCE STATION - OREGON COAST HIGHWAY - CURRY COUNTY

56360	South Coast Lumber Company	\$72,900	App. 9/21/87
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ROCK CREEK (BROOKWOOD AVE.) - BROOKWOOD AVE. HIGHWAY - WASHINGTON COUNTY

56458	James & Pearl A. Lushina	\$ 3,700	App. 9/24/87
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LESTER INTERCHANGE-S.E. 92ND - LESTER & 92ND HIGHWAY - CLACKAMAS COUNTY

56668	Addline V. Miller, Executrix Sidney A. Olson Estate	\$37,000	App. 9/24/87
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SPRAY SLIDE - JOHN DAY HIGHWAY - WHEELER COUNTY

56726	Don J. & Joann Griffith	\$ 100	App. 9/14/87
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GAP RANCH-RILEY SECTION - CENTRAL OREGON HIGHWAY - HARNEY COUNTY

56727	Richard D. Hoyt, et al	\$ 150	App. 9/18/87
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GOODPASTURE BRIDGE SECTION - MCKENZIE HIGHWAY - LANE COUNTY

56865	Derril & Wendy Simpson	\$ 0	App. 9/11/87
56866	James A. Smejkal	\$ 150	App. 9/14/87

KILCHIS RIVER BRIDGE SECTION - COUNTY RD. #654 - TILLAMOOK COUNTY

56896	State of Oregon Division of State Lands	\$ 522	App. 9/15/87
56905	George Prince E. Millard & Frances Bailey	\$ 100	App. 9/11/87

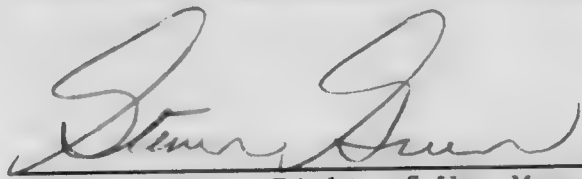
ENTERPRISE MAINTENANCE SITE - WALLOWA LAKE HIGHWAY - WALLOWA COUNTY

57169	W. K. & Wilda I. Zollman	\$28,500	App. 9/17/87
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NORTH OF I-84, WEST OF 181ST, SOUTH OF SANDY, EAST OF 170TH - MULTNOMAH COUNTY

57178	Glenn E. Handy (Lessee) (Trees)	\$ 1,362	App. 9/25/87
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Dated this 6th day of October, 1987



Steven Green, Right of Way Manager



G
MINUTES OF Oct. 20, 1987

Department of Transportation
PARKS AND RECREATION DIVISION

525 TRADE STREET SE, SALEM, OREGON 97310

DATE: October 6, 1987
TO: Oregon Transportation Commission
FROM: David G. Talbot
State Parks Administrator
SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized the State Parks Administrator, or his designate, in an official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith, the Parks Administrator or his designate has approved the following actions and report them for your official records.

On September 3, 1987 approved Dennis Graves request to construct a new shop within the Illinois River Scenic Waterway in Curry County.

On September 9, 1987 approved Richard & Bette Hanen's request to construct a part time residence within the Rogue River Scenic Waterway in Curry County.

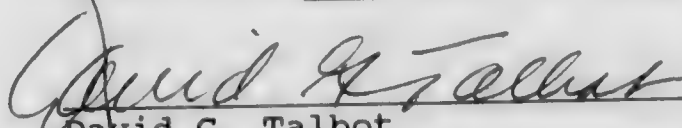
On September 11, 1987 approved John R. Atkinson's request to construct a new U.S. Post Office within the Rogue River Scenic Waterway in Curry County.

On September 15, 1987 approved Carl Ravencroft's request to place a temporary travel trailer within the Rogue River Scenic Waterway in Josephine County.

On September 15, 1987 approved a Hist. Preservation Fund Agreement with the City of Roseburg, for a Certified Local Government project in Douglas County, in the amount of \$4,708.73.

On September 22, 1987 approved a Hist. Preservation Fund Agreement with Clackamas County, for a Certified Local Government project, in the amount of \$5,750.

Dated this 6th date of October, 1987


David G. Talbot
State Parks Administrator

DGT:jn
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MINUTES OF Oct. 20, 1987

State of Oregon Aeronautics Division

3040 25th STREET S.E., SALEM, OREGON 97310 PHONE 378-4880

October 5, 1987

MEMO TO: Mike Hollern, Chairman
David F. Bolender
Cynthia Ford
John W. Whitty
Robert F. Duvall
Oregon Transportation Commission

FROM: Paul E. Burket *Paul E. Burket*
Aeronautics Administrator

SUBJECT: Agenda Item for October 20, 1987 Commission Meeting
(Actions by Aeronautics Administrator under delegated authority)

The following information report is submitted regarding contractual and real property actions I have taken under the authority delegated to me by the Transportation Commission.

It will appear on the agenda as an information only item.

Contractual Action

1. 5/6/87 Amendment No. 6 to Personal Service Contract No. 3 dated 4/13/83, Continuous State Aviation System Plan IV, Marjorie Hanley & Associates (Extends delivery date from 4/30/87 [Amendment No. 5] to 7/31/87).
2. 5/6/87 Preapplication for Federal Assistance FAA/AIP -- John Day State Airport -- Aircraft parking apron (\$90,000 total--\$81,000 federal/\$9,000 state).
3. 5/8/87 Request for Federal Assistance (preapplication) FAA/AIP, Siletz Bay State Airport, Runway and Obstruction Lights (\$60,000 total--\$54,000 federal/\$6,000 state).
4. 5/8/87 Request for Federal Assistance--CASP 7 (\$199,959 total--\$179,963 federal/\$19,996 state).
5. 5/11/87 Request for Federal Assistance FAA/AIP (preapplication), Chiloquin State Airport, GIA, land acquisition (fee and easement) and obstruction removal (total \$248,000--\$223,236 federal/\$24,804 state).
6. 5/11/87 Request for Federal Assistance (application), FAA/AIP -- Wasco State Airport -- Construct Runway/Taxiway/Ag Apron/Access Road (\$666,666 total--\$600,000 federal/\$66,666 state).

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

A MEMBER OF THE NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

7. 5/20/87 Memorandum of Understanding -- ODOT/OAD and Lane County Planning Division -- Master Plan for Cottage Grove State Airport.
8. 5/21/87 Memorandum of Understanding -- OAD and City of Cottage Grove -- Cottage Grove Airport Master Plan.
9. 6/3/87 Grant Agreement for Federal Aid on Wasco Construction Project No. 3-41-0068-03, Contract No. DOT-FA87NM-0027 (\$566,000).
10. 6/15/87 Request to FAA for Reimbursement -- Grant No. 3-41-0000-S2 (P/P #8) OCASPP IV (\$8,003.89).
11. 6/15/87 Request to FAA for Reimbursement -- Grant No. 3-41-0000-S3(P/P #4) OCASPP V (\$24,730.06).
12. 6/15/87 Request to FAA for Reimbursement -- Grant No. 3-41-0000-S4 (P/P #1) OCASPP VI (\$79,805.93).
13. 6/15/87 Request to FAA for Reimbursement -- Grant No. 3-41-0004-02 Aurora State Airport Master Plan (P/P #2 (\$75,238).
14. 6/16/87 Request to FAA for Reimbursement, Federal grant No. 3-41-0068-03 (P/P #1) Wasco Construction Project (\$105,264).
15. 6/17/87 Request for FAA Reimbursement -- Grant No. 3-41-0013-01 (P/P #2 and final) Condon Land Acquisition (\$6,200.48)
16. 6/29/87 Accept Grant for System Plan Project No. 3-41-000-S5 (\$179,963) Contract No. DOT-FA87NM-0039.
17. 7/20/87 Request for Reimbursement, Federal Grant No. 3-41-0068-03, Wasco State Airport (P/P #2, \$187,674).
18. 7/20/87 Request for Reimbursement, Federal Grant No. 3-41-0068-02, Wasco State Airport (P/P#1, \$62,643).
19. 7/22/87 Interagency Agreement with Executive Department on EAP Contract (\$360).
20. 7/22/87 Contract for purchase of power. Wasco Electric Cooperative (ten years +).
21. 8/5/87 Interagency Agreement, Budget and Management Division, Executive Department, for Management Study of Aeronautics Division (not to exceed \$5,000).

22. 8/5/87 Interagency Agreement, Department of Forestry, maintenance of Aeronautics vehicles (expires 6/30/88).
23. 8/9/87 Amendment No. 7 to Personal Services Contract No. 3 dated 4/13/83, Marjorie Hanley and Associates (extends ending date OCASPP IV to 11/30/87).
24. 8/11/87 Contract change Order No. 1, Project No. 3-41-0068-03, Braden & Nelson, Inc. (increase cost by \$5,719.47 for water well not originally scheduled).
25. 8/14/87 Request for reimbursement, FAA, Project/Grant No. 3-41-0068-03, Wasco Construction (P/P #3, \$189,627.00).
26. 8/27/87 Change Order No. 2 to Wasco Construction Contract, Project No. 3-41-0068-03, Runway Construction (Increase project cost \$40,379.80 due to additional rock excavation).

Real Property Action

1. 4/28/87 Farming Lease, Powers State Airport, Gordon Hayes (expires 4/30/92).
2. 4/28/87 Amendment No. 2 to Noncommercial Hangar Site Lease dated 4/9/80, Cottage Grove State Airport, James L. Wright (increase rental rate from \$.07 to \$.09/sq. ft., increasing total annual rent from \$84 to \$108).
3. 5/6/87 Amendment No. 3 to Ingress/Egress Permit, Aurora State Airport, Walter M. and Vera L. Bennett (waiver of permit fee in consideration for operation of UNICOM and taking of weather observations from 2/1/87 to 4/30/87).
4. 5/21/87 Amendment No. 1 to Noncommercial Hangar Site Lease (hangar site "F") dated 2/26/87, Condon State Airport, Delete Larry Wade as lessee and add William G. and Annabelle L. Jaeger.
5. 6/16/87 Termination of Noncommercial Hangar Site Lease dated 2/20/79, Lebanon State Airport, E. D. Oliver.
6. 7/23/87 Noncommercial Hangar Site Lease, Lebanon State Airport, Site W-10, Gary L. Miner (expires 1/31/92).
7. 7/29/87 Amendment No. 1 to Noncommercial Hangar Site Lease dated 7/7/83, Clear Lumber Company (revised request for fuel retailers license).

8. 7/29/87 Amendment No. 3 to Commercial Concessions Agreement dated 12/23/82, Condon State Airport, Wayde Johnson (revised insurance requirements).
9. 8/7/87 Outlease 0.12 A+ Aurora State Airport to FAA for Radio Transmitter Building, Lease OTFA 11-87-L-00130 (expires 9/30/87).
10. 8/11/87 Commercial Concessions Agreement, Seaside State Airport, Rose City Helicopters (expires 9/30/87).
11. 8/17/87 Amendment No. 1 to Noncommercial Hangar Site Lease dated 9/25/86, Lebanon State Airport Site E-5, Remove Wilson E. Johnson and add Dennis E. Koch as lessee.
12. 8/27/87 Flying Service Lease, Joseph State Airport, Michael Stertz dba Joseph Air Service (expires 7/14/92).
13. 9/2/87 Easement for electric powerline, C. P. National, John Day State Airport (for USFS leasehold) perpetual w/land.
14. 9/2/87 Ingress/Egress Permit, Aurora State Airport, Walter & Vera Bennett dba Aurora Aviation, Inc., (expires 4/30/92).
15. 9/14/87 Amendment No. 1 to Noncommercial Hangar Site Lease dated 4/24/86, deletes Regil Lande and adds Ray & Yvonne Choate as lessee.
16. 9/14/87 Grazing Lease, Seaside State Airport, Sally Finn (expires 6/30/92).
17. 9/21/87 Noncommercial Hangar Site Lease, Independence State Airport, Site No. 7, EAA Chapter 292 (expires 8/31/92).



MINUTES OF Oct. 20, 1987

Department of Transportation

PUBLIC TRANSIT DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310 PHONE 378-8201

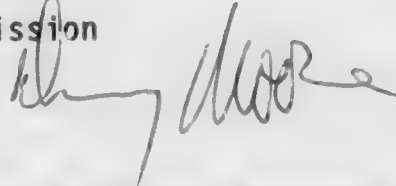
October 2, 1987

In Reply Refer to
File No

COM

MEMORANDUM

TO: Oregon Transportation Commission

FROM: Denny Moore, Administrator
Public Transit Division 

SUBJECT: Reported Actions Taken Under Delegated Authority

On behalf of the Commission and under the authority delegated to me to approve and sign contracts, I have taken the following actions since my last report:

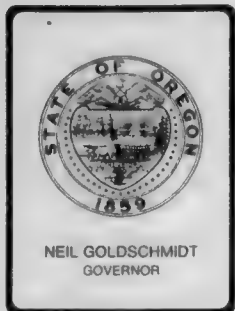
1. Urban Mass Transportation Administration, Section 9. A federal grant providing capital/operating assistance to urbanized transit systems on a pass-through basis.
 - A. A grant agreement with Lane Transit District and Urban Mass Transportation Administration to allow the District to receive \$526,192 in federal funds directly. (July 8, 1987)
2. Technical Resource Program. A federal grant program that provides technical assistance to local governments to plan and improve public transportation programs.
 - A. A contract with Urban Mass Transportation Administration for fiscal year 1987-88 in the amount of \$56,200 to continue a Technical Resource Program (Section 8) for transit planning assistance to smaller communities. (September 22, 1987)

DHM:mh

cc: Bob Bothman, Director
Department of Transportation

John Elliott, Assistant Director
Intergovernmental and Public Affairs

del.1:forms



Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 17, 1987

MINUTES OF Oct. 20, 1987

In Reply Refer to
File No.:

INT

TO: Oregon Transportation Commission

**SUBJECT: Confirmation Report
Actions Taken Under Delegated Authority**

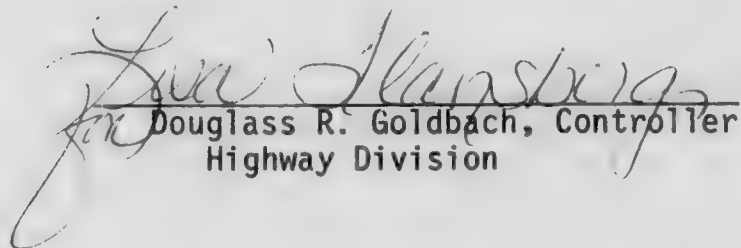
Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On September 17, 1987, \$3,724,373.32 was distributed to the counties as their share of motor vehicle revenues for the month of August, 1987.

On September 17, 1987, \$2,258,376.85 was distributed to the cities for the month of August, 1987.

(Lists of apportionments on file in Commission Files, Salem).

Dated this 17th day of September, 1987


Douglass R. Goldbach, Controller
Highway Division

Attachments

cc: Bob Bothman
John Elliott



SILVER FALLS WORKSHOP

NOVEMBER 2, 3 AND 4, 1987

TRANSPORTATION COMMISSION AND STAFF

PURPOSE: TO DEVELOP AND COMMUNICATE GOALS AND OBJECTIVES OF COMMISSION.

On November 2, 1987, at 7:30 p.m., the Commission and Executive Staff had dinner at Silver Falls State Park Conference Center with the following persons present. (Notice of the dinner had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
David F. Bolender, Member
Dave Jermain, Facilitator from PacifiCorp
Robert N. Bothman, Director of Transportation
Gary Potter, Director of Administration
John Elliott, Special Assistant to the Director, Office of Public Affairs
Joe Christian, Assistant Director for Financial Management Branch
Larry W. Rulien, State Highway Engineer
David Talbot, Administrator of Parks and Recreation Division
David P. Moomaw, Administrator of Motor Vehicles Division
Paul Burket, Administrator of Aeronautics Division
Dennis Moore, Administrator of Public Transit Division
Floyd McKay, Administrative Assistant of Communications, Governor's Office
Fran Neavoll, Commission Services

Floyd McKay spoke concerning "The Next Seven Years". He briefly discussed the three following issues facing the Governor:

- 1) Economic recovery
- 2) Crime and corrections
- 3) Education and school finance

Mr. McKay indicated the Governor prefers strategies instead of projects. The Governor hopes that in the next seven years Oregon will build on its own location and resources. He indicated that the Governor wants the State to have an identity and to build a positive image. Regional strategies were also discussed. He said the Governor is committed to economic recovery for the State. Mr. McKay also discussed the Governor's position on health insurance, mentally ill, student retention, parenting, and the homeless. He said the Governor believes in protecting the beliefs and rights of every individual;

he will not support another gas tax increase; and the Department should place more emphasis on the affirmative action program.

The dinner meeting adjourned at 8:30 p.m.

At 8:30 a.m., November 2, 1987, the Commission and Executive staff met in the Silver Falls Conference Center for a workshop to develop and communicate goals and objectives for the Commission. (Notice of the workshop had been made by press release to newspapers of local and general circulation throughout the State.)

Gary Potter introduced Dave Jermain. (Commissioner Bolender offered Mr. Jermain to assist the Commission and staff as a facilitator.)

Items discussed by the staff and Commission are summarized as follows: (Written packet of material had been sent to all participants prior to the workshop. Copy in Commission's files, Salem.)

- 1) There is a need to sort out the responsibilities of the Commission and the staff. There is a need for direction from the Commission as to their level of involvement.
- 2) The staff needs to be giving policy options.
- 3) The Commission requested more information on the "no build" alternatives. The Commission would like to know what choices staff have made to arrive at a recommendation.
- 4) What is the Commission's policy on building of new parks?
- 5) Road maintenance ratio.
- 6) Employees. How does the number compare with other states?
- 7) Criteria for levels of service.
- 8) Need to explain to Commission "why" things are done.
- 9) Public vs. private partnerships; contribution from private sector on corridors.
- 10) Toll roads were discussed.
- 11) Corridors - highways vs. economic development.
- 12) Land use plans.
- 13) Should the Department lead where growth is occurring in Oregon? A concern of the Governor was the imbalance of population in Oregon. Should the Commission address that issue as the Department can have an impact on growth? Highway 42 was discussed.

- 14) Keep the Commission informed of complaints so the Commission can be accountable for the Department.
- 15) Borrowing outside resources to develop park planning, etc. (Private-public partnerships.) Draw on outside businesses to assist the State.

The workshop recessed at 10:10 p.m.

At 8 a.m., on November 3, 1987, the workshop continued to discuss the strengths, weaknesses and critical issues for the Department, Commission, and the transportation system.

Strengths of the Department were discussed. The staff felt that the quality of the transportation system in all Divisions was excellent, along with tremendous resources and personnel.

There was discussion concerning definition of roads, rest areas, flexibility in spending resources and the limitations, management of cash flow, the need for analysis of return on investment, and a final review of the cost benefits.

The following items were discussed:

- 1) The "Access Oregon" Program - Aloha Bypass. Traffic volume on Highway 101; should 101 or a portion be excluded from the "Access Oregon" Program.
- 2) Relationship of the "Access Oregon" Program with the regional strategies.
- 3) Can the Six-Year Program be completed that captures the regional strategies?
- 4) Marketing of Highway 101.
- 5) Study and develop Oregon Shores Parkway - a demonstration project.
- 6) The need to do a corridor access study on Highway 101.
- 7) The Aloha Bypass and the Sunrise Corridor should have dotted lines on the "Access Oregon" Program map.
- 8) There should be clear criteria for the "Access Oregon" Program, such as access to 11 destination/recreation areas of Oregon and major roads that carry truck traffic on the non-interstate portion of the highway.
- 9) Corridors vs. sections of roadway.

- 10) There is need for a strategy on elevating the coastline study.
- 11) The need for local improvement districts for the coastline project and other highways; financing techniques.
- 12) Tradeoff projects with the counties on local road exchanges.

The workshop recessed at 10 a.m.

The workshop reconvened at 10:15 a.m., and the following critical issues were identified for the Department and Commission:

- 1) Succession of staff; staffing requirements.
- 2) Use of private sector vs. State in maintenance, construction, and parks.
- 3) Productivity measurement; create motivation and incentives.
- 4) Personnel; affirmative action; career training; inclusion of mid-management on decision-making factors.
- 5) Financial management system for accounting; staffing; work-flow.
- 6) Performance Audit.
- 7) Parks 2010 Plan.
- 8) Multi-modal transportation plan, including highway, transit, rail, aviation, and ports.
- 9) Strategy for a long-term financing plan. Constitutional limitation.
- 10) State Ports Plan.
- 11) How to be a part of regional strategies.
- 12) Aeronautics Management Study.
- 13) The role of transit; problems in Portland - Tri-Met's relationship.
- 14) Future transportation system; need for a system that will be attractive and effective; low speed system for seniors; make Oregon look different and build system from that.
- 15) Legislative issues; constituency relations; need for overall political strategies.

The workshop recessed at 12:10 p.m. for lunch.

Following lunch, the workshop reconvened at 2:15 p.m. Mr. Jermain reviewed the Department's strengths, weaknesses, and critical issues as previously discussed. Mr. Jermain then assigned programs to the Commission for review and study. The Commission decided to assign appropriate staff persons to work as a task force to do the following:

- 1) Collect the information on the plan, cost, and timeframe;
- 2) Schedule goals and objectives;
- 3) Report back to the Commission at the December meeting as to how they plan to study the program areas without additional staff.

The program areas as discussed are as follows:

<u>Program</u>	<u>Program Manager</u>	<u>Sources Of Staffing/Task Force</u>
1) <u>INVESTMENT MANAGEMENT/REGIONAL STRATEGIES</u>	Adams	Representatives from all Divisions
Objective: Surface the options so policymakers can make decisions		
Priority: Make most effective use of State dollar		
2) <u>LONG-RANGE TRANSPORTATION STRATEGY (multi-modal plan)</u>	Potter	ODOT Divisions PUC - EDD External people
Objective: 2010 Plan and strategy to implement the plan		
Priority: Make strategy fit the investment strategy (the available funds for next decade)		
3) <u>MANAGEMENT SYSTEMS</u>	Christian Potter	Contract outside Exec. Dept. (Karen Roach) Private sector people
Financial Management Personnel Management		
Priority: Keep coordinated with investment management program. Recommend how to do without added staffing.		
4) <u>COMMUNICATION STRATEGY</u>	Bothman	Dianne Perry Dave Williams John Elliott
Provide information. Public Relations, etc. Local, State, Federal. Outlining specifically how the Dept. needs to manage.		

1) INVESTMENT MANAGEMENT (Financing)

Asset acquisition/disposition.
Public/private partnership.
Development corridor priorities.
Long-term financing approach.
How do you finance regional strategies?

Regional Strategies Coordination

Lead the linking of plans into Governor's initiative.
Become active leader in helping make them happen.

2) LONG-RANGE TRANSPORTATION STRATEGY (Multi-Modal plan)

Growth and corridor development priorities.
Leverage resources outside State Government to help make it happen.
20-year plan turned into a more comprehensive strategy.

Take the lead in defining an infrastructure coordination approach.
Base strategy on a shared vision of Oregon's transportation future.

3) MANAGEMENT SYSTEMS (Accounting)

Create an efficient and workable financial management system.
Develop proper incentive systems to reward cost-effective staffing.
Create an effective independent audit function.
Define skill, improvement and staffing changes needed to provide better support to the Commission and its programs and make it happen.

4) COMMUNICATION STRATEGIES

There was discussion concerning the need for an individual to be assigned as a legislative liaison for the Highway Division.

The workshop adjourned at 5:20 p.m.

Dinner was held at 7 p.m., with the Commission and Executive Staff. The Expanded Staff joined the workshop/dinner at this time. Following dinner, Chairman Hollern summarized Floyd McKay's presentation. The dinner adjourned at 8:10 p.m.

At 8 a.m., on November 4, 1987, the following Expanded Staff joined the workshop:

Judy Gregory, Manager of Personnel Services Branch
Vicki Nakashima, Manager of Civil Rights Section
Paul Norris, Manager of Transportation Policy and Planning Section
Don Adams, Assistant State Highway Engineer, Project Development Branch
W. E. Schwartz, Assistant State Highway Engineer, Operations Branch
Duane Christensen, Road Design Engineer
Cam Gilmour, Manager of Program Section

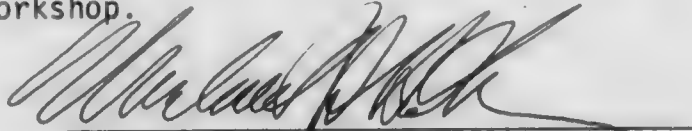
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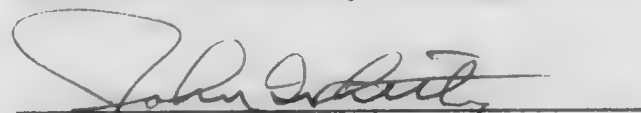
Chuck Fredrickson, Construction Engineer
 Jack Sullivan, Maintenance Engineer
 Larry Jacobson, Deputy State Parks Administrator
 Rick Kuehn, Region 1 Engineer
 Jim Gix, Region 3 Engineer
 Dale Allen, Region 4 Engineer
 Robert Hector, Region 5 Engineer
 Bill Anhorn, Region 2 Engineer
 Bob Royer, Planning Engineer
 Carolyn Campbell, Vehicle Services Branch, Motor Vehicles
 Tony DeLorenzo, Driver Service Branch, Motor Vehicles
 Erik East, Chief Planner, Public Transit Division


Chairman Hollern gave a review of the previous day and Mr. Jermain summarized the strengths, weaknesses, and critical issues as discussed by the Executive Staff. At 10 a.m., Commissioner Bolender and Mr. Jermain left the workshop.

Following a recess at 10:15 a.m., the program managers outlined briefly how they foresee the program issues. There were questions and general discussion among the staff, Commission, and Director concerning the issues of the Department.

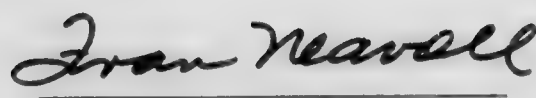
At noon, the Commission departed the workshop. The Expanded Staff and Executive Staff remained for the afternoon to summarize the last two days of the workshop.

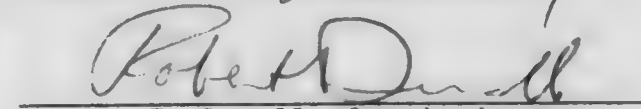

 Michael P. Hollern, Chairman

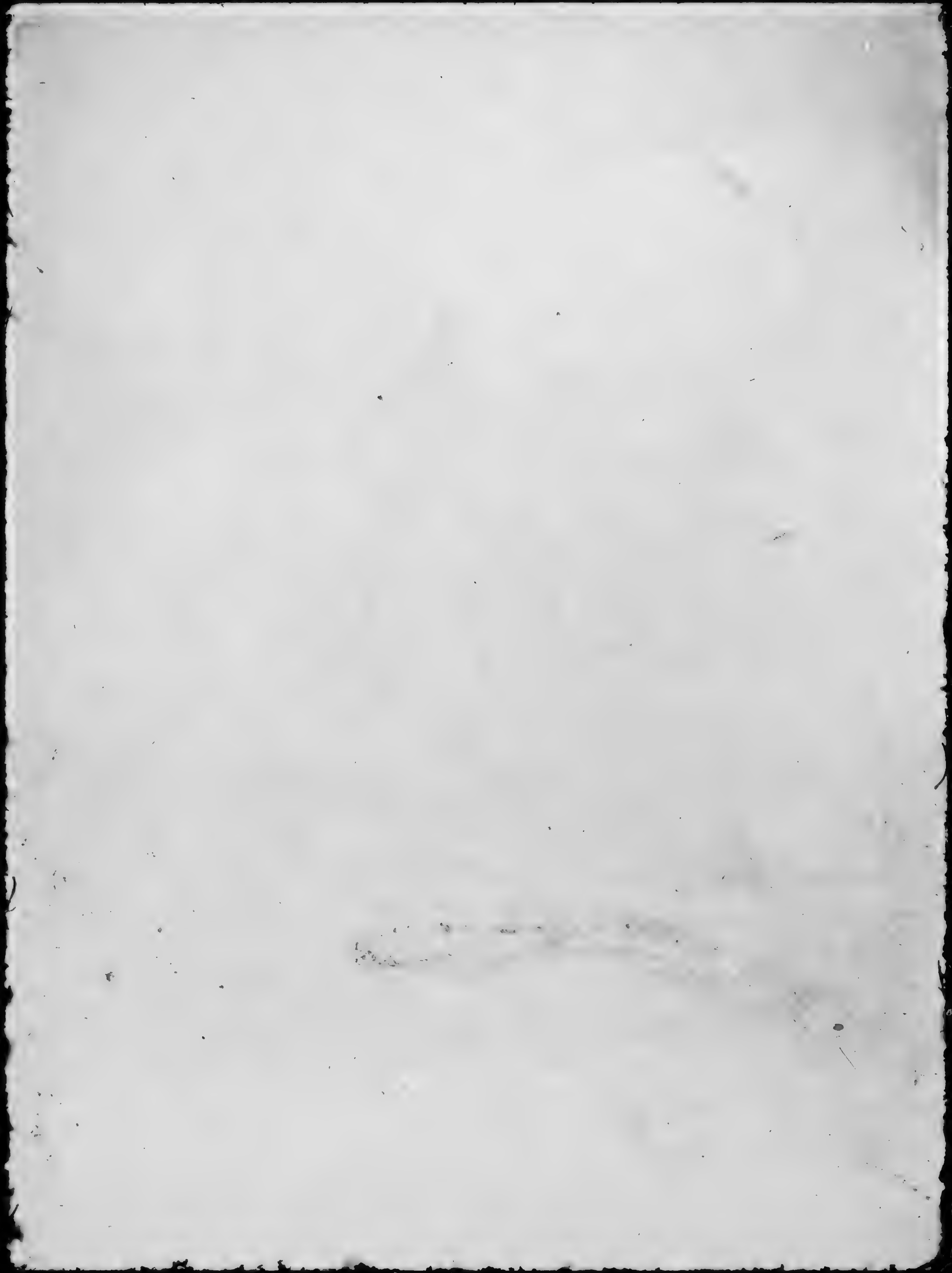

 John Whitty, Vice Chairman


 David F. Bolender, Commissioner


 Cynthia J. Ford, Commissioner


 Commission Services


 Robert F. Duvall, Commissioner



MINUTES OF
OREGON TRANSPORTATION COMMISSION

TOUR AND DINNER
NOVEMBER 16, 1987

AND

AGENDA REVIEW
FORMAL MEETING
WORKSHOP
LUNCHEON
PUBLIC MEETING ON US101

NOVEMBER 17, 1987

HELD IN
ASTORIA

On November 16, 1987, at approximately 1:30 p.m., the Transportation Commission and staff departed from the Red Lion Motor Inn in Astoria for a tour of the Astoria area with local officials. Prior to that a tour briefing was conducted by Astoria's Public Works Director Bob Nordlander in the Bounding Room of the Seafare Restaurant at the Red Lion in Astoria. On the tour with local officials were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Robert Bothman, Director
Gary Potter, Director of Administration
Larry Rulien, State Highway Engineer
David Talbot, Administrator of Parks
Bill Anhorn, Region 2 Engineer
Eldon Everton, District Maintenance Supervisor
Don Adams, Assistant State Highway Engineer, Project Development Branch
Jack Graham, Manager, Administrative Services

The tour conducted by bus began with a drive through the City of Astoria. Chairman Hollern rode in a chip truck for a portion of the tour to view a 90-degree curve at 8th and Commercial Streets. Local officials described the chairwalls and the limitations in expanding the width of the streets. The local officials mentioned the potential industrial growth at the Tongue Point area. The tour continued on the Lower Columbia River Highway viewing the proposed Highway 30 Bypass. It was pointed out that an eight-block section of the City would be isolated from emergency services if there was a road blockage, that the John Day Bridge was too narrow, and that the road alignment on Highway 30 needs straightening for safety purposes. The log export operation at the Port of Astoria was also viewed. The tour concluded by viewing Fort Stevens State Park.

At 6 p.m., Commissioners Hollern, Whitty, Duvall and Ford, along with staff, attended a dinner with local officials at Pier 11 Restaurant (foot of 10th and 11th Streets) in Astoria. (Notice of the dinner had been made by press release to newspapers of local and general circulation throughout the State.)

At 8 a.m., November 17, 1987, the Commission and staff met in the City Council Conference Room in Astoria for an agenda review. (Notice of the agenda review had been made by press release to newspapers of local and general circulation throughout the State.)

Mr. Bothman discussed the proposed contract with Price Waterhouse to correct problems with the accounting system. The Commission was handed a copy of the news release which would be released following the meeting. (Copy in Commission's files, Salem.) (See pages 7486 and 7487 for further discussion.)

Mr. Elliott discussed the voting procedure in the license plate contest. An announcement is to be made by the Governor in January and it was decided to change the Commission meeting date to January 19 and 20, 1988, to accommodate the Governor's schedule. (See page 7486 for further discussion.)

Mr. Rulien reviewed his letter to Jack Kalinoski of the Associated General Contractors in response to an inquiry on contracting out work at the Lawnfield Maintenance Facility in Clackamas. (Letter in Commission's files, Salem.)

Mr. Bothman mentioned that the Federal Fund loss could be in the amount of \$49 million due to the new Surface Transportation Act and the Gramm-Rudman Act.

Mr. Talbot discussed the 2010 Plan Committee and the appointments which will be recommended at the formal meeting. He also suggested that one more appointee be added from Eastern Oregon. (See page 7489.)

Mr. Moomaw mentioned that for several years the Division has been looking for another site for a new Motor Vehicles Field Office in Astoria. He said the Division would like to add a motorcycle test center and there is a need for parking of tractor-trailer rigs. There was discussion concerning the location of this Field Office.

The agenda review adjourned at 8:50 a.m.

On November 17, 1987, the Oregon Transportation Commission held its regular monthly meeting in the Council Chambers, City Hall, Astoria, at 9 a.m. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Robert F. Duvall, Member
Cynthia J. Ford, Member
Robert N. Bothman, Director of Transportation
Gary Potter, Director of Administration
John Elliott, Special Assistant to the Director, Office of Public Affairs
Joe Christian, Director of Financial Management
David P. Moomaw, Administrator of Motor Vehicles Division
David Talbot, Administrator of Parks and Recreation Division
Paul Burket, Administrator of Aeronautics Division
Lee LaFontaine, representing Public Transit Division
Larry W. Rulien, State Highway Engineer
Don Adams, Assistant State Highway Engineer, Project Development Branch
James J. Gix, Region 3 Engineer
Rick Kuehn, Region 1 Engineer
Bill Anhorn, Region 2 Engineer
Dale Wilken, Division Administrator, Federal Highway Administration
Jack Graham, Manager, Administrative Services
Fran Neavoll, Commission Services

There were other staff persons present, including members of the news media.

Vice Chairman Whitty moved for approval of the following consent calendar items. The motion carried unanimously by the Commission:

- 1) Minutes of the Commission meetings of October 19 and 20, 1987.
- 2) Adopted resolution declaring necessity of certain real property for public purposes and authorizing condemnation. ("Real Property Condemnation Resolution No. 2792" in Commission's files, Salem.)

(Continued on next page)

- 3) Amended Special Transportation Fund Administrative Rules, Chapter 732, Division 5, numbers 732-05-000 through 732-05-085 as follows:
 - A) Changes advisory committee representation allowing expanded membership on local committees.
 - B) Requires governing bodies to be security interest holder on vehicles purchased with Special Transportation Fund monies.
 - C) Requires filing forms with the Public Transit Division when the distribution of funds or advisory committee membership is changed by the local governing body.

A public hearing was held on November 6, 1987, and all written and oral comments received at the hearing were considered in the final revision of the rules. (See "Public Transit Administrative Rule No. 1A" in Commission's files, Salem. Rule was filed with the Secretary of State on November 24, 1987, and was published in their Administrative Rule Bulletin on December 15, 1987.)

- 4) Installation of a crosswalk at M.P. 19.97 on the Redwood Highway No. 25 in the community of Selma, Josephine County.
- 5) Amended Administrative Rule OAR 734-20-045 by adding a section of Interstate 5 in Medford prohibiting non-motorized vehicular traffic from certain sections of freeways. The proposed amendment was published in the Secretary of State's Administrative Rule Bulletin and there were no comments received or requests for a public hearing. (See "Miscellaneous Rule No. 251B" in Commission's files, Salem. Rule was filed with the Secretary of State on November 24, 1987, and published in their Administrative Rule Bulletin on December 15, 1987.)
- 6) Adopted two resolutions transferring all maintenance, jurisdiction and control covering the Park Place-Clackamas Community College Section (Oregon City Bypass) of Cascade Highway South as follows:
 - a) One segment of former alignment to Clackamas County. ("Abandonment Resolution No. 624" in Commission's files, Salem.)
 - b) Three segments of former alignment to Oregon City. ("Abandonment Resolution No. 625" in Commission's files, Salem.)

(Continued on next page)

- 7) Adopted a resolution abandoning a short segment of former alignment on the Nehalem River Bridge Section of the Oregon Coast Highway in Tillamook County. ("Abandonment Resolution No. 626" in Commission's files, Salem.)
- 8) Authorized increase in project authorization on the following contract:
 - a) Contract No. 10,171, The Dalles/California Highway-Washburn Way Section, Southside Bypass, Klamath County, in the amount of \$516,100 (7.9% increase).
- 9) Authorized payment of annual dues in the amount of \$2,500 to the National Conference of State Historic Preservation Officers.
- 10) Supplemental Agreement 5 with Broome, Oringdolph, O'Toole, Rudolph, Boles & Associates (BOOR/A), Architects, covering the Materials Laboratory Building in Salem. Supplement increases project expenditure by \$24,400. (Authorized State Highway Engineer to sign supplement.)
- 11) Supplemental Agreement 5 with Howard Needles Tammen and Bergendoff covering the Alsea Bay Bridge Replacement in Lincoln County. Supplement increases project scope and expenditure amount to \$401,000. (Authorized State Highway Engineer to sign supplement.)

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission files in Salem.)

Chairman of Commission
Vice Chairman of Commission
Director of Transportation
State Highway Engineer
Right of Way Manager
Highway Controller

Exhibit A
Exhibit B
Exhibit C
Exhibit D
Exhibit E
Exhibit F

The Commission unanimously confirmed their next meeting date of December 15, 1987, in Salem at 9 a.m. with a dinner the preceding evening. It is planned to meet with the Department of Economic Development. A tentative date for the following meeting was set by the Commission for January 19 and 20, 1988, in Salem to accommodate the Governor's schedule who will join the Commission for lunch at which time the winner of the license plate contest will be announced.

Mr. Elliott presented the following five finalists in the license plate design contest and displayed their proposed designs:

Dwight Allen
Wayne Mays
Nancy Westman

Sarah O'Donnell
Steven Schwanke

Mr. Elliott said the five were selected by a panel of judges appointed by the Commission. He mentioned that more than 8,500 entries were received. In similar contests the States of Washington received 1,300 entries and Florida received 3,600 entries. He said the law requires that the Commission choose a winner prior to January 30, 1988. As previously mentioned by Chairman Hollern, the winner will be announced on January 20, 1988.

Mr. Christian recalled that the Department recently concluded the sale of Highway User Tax Revenue Bonds in the amount of \$80 million and that the bond counsel was Rankin, VavRosky, Doherty, MacColl and Mersereau. He said the bond counsel firm has requested a contract amendment increasing their fee limit from \$17,500 to \$22,500 for the following reasons:

- 1) Bond counsel experienced more work to prepare necessary paperwork than had been anticipated due to book-entry-only system with the depository trust company.
- 2) Bond counsel intended the original maximum fee of \$17,500 would cover the sale of bonds and did not realize that figure would cap their fees over the entire biennium period. It is anticipated that the Department will need to use their services from time to time in this biennium. In order to pay for this service, the fee portion of the contract should be raised.

Mr. Christian recommended increasing the bond counsel fees from \$17,500 to a maximum of \$22,500 and the total contract amount from \$22,500 to a maximum of \$27,500. Vice Chairman Whitty moved for approval of his recommendation. The motion carried unanimously by the Commission for approval of the amendment to the personal service contract and authorized the State Highway Engineer to sign the amendment.

Mr. Christian recalled the history of the Department's accounting system (STARS - State Transportation Accounting and Reporting System) which began operating in July 1985. He said the major problem is the complexity of the system. A recent analysis of the State Division of Audits and the US Department of Transportation staff reveals serious

system deficiencies. The data produced is not sufficiently accurate for audit and accountability purposes. He said this required the Department to take immediate action. In September the Commission approved selection of Price Waterhouse to provide assistance in developing a strategic plan for addressing the problems. The consultant has recently completed its fact-finding plan and the plan to correct the problems of the system. He introduced Richard Roth of Price Waterhouse to review the correction plan.

Mr. Roth summarized their findings and recommendations for addressing the financial system problems. (See written document in Commission's files, Salem.) His presentation consisted of the four problems, objectives, four alternatives considered, and recommended alternative. Mr. Roth said the problems encountered have resulted in inadequate control over accounting, billing and financial reporting functions. He indicated the objectives reflect the priorities that have been set out by the Department, the Executive Department, the Secretary of State, and the Federal Highway Administration. Mr. Roth recommended a three-phase strategy of accomplishing short-term objectives first, intermediate-term objectives second, and long-run objectives third:

Phase I: Temporary stabilization of ongoing accounting operations to be completed by June 30, 1988, at an estimated cost of \$1,700,000.

Phase II: Implement a financial system for sustainable operation to be completed approximately one year after the majority of Phase I activities have been completed.

Phase III: Implement a Department-wide management information system.

Mr. Christian recommended authorizing the State Highway Engineer to sign the personal service contract with Price Waterhouse to accomplish Phase I short-run objectives at a cost not to exceed \$1,700,000 by June 30, 1988, as previously described by Mr. Roth. Chairman Hollern stated there is no commitment to Price Waterhouse for Phase II or Phase III; the action today would be for only Phase I; and there would be another decision toward the end of the first phase. Vice Chairman Whitty moved for approval of the personal service contract as recommended. The motion carried unanimously by the Commission and authority was granted to the State Highway Engineer to sign the contract.

Lee LaFontaine briefed the Commission on eight entities providing public transportation services in Clatsop County. (See handout in Commission's files, Salem.) He said the City of Astoria has been providing public transportation since 1910 and it is one of the oldest continuing public transportation operations in Oregon. He commented that the City has consistently shown strong leadership in public transportation for a very efficient system. He described the following three intercity bus operations in the County:

(Continued on next page)

RAZ Transportation: Portland to Astoria

Citizens Better Transit: Portland to Seaside

North Coast Transit: Astoria to Seaside

Emil Tokstad, North Regional Supervisor for the Motor Vehicles Division, briefed the Commission on their activities and stated their main concern is customer service. He outlined some of the activities that help maintain their goal of 15-minutes customer waiting time, such as:

- 1) Telephone answering system that relays phone calls to the Salem office;
- 2) Just In Time Program - retirees and cross-training of employees to work parttime during illness;
- 3) Green Thumb Program allows retired personnel to work on routine jobs;
- 4) Drive tests by appointment; and
- 5) Three express offices in the Portland shopping centers.

Mr. Tokstad said there is a pilot project in Astoria and Forest Grove of maintaining the field offices open on Wednesday evenings until 6:30 p.m. to serve the public.

Mr. Burket reported that the Federal Airport Airway Reauthorization Bill extending the period for airport improvements has passed both Houses of Congress and the Bill was forwarded to the Conference Committee. If passed, this could mean about a 50 percent increase in funding or \$4.2 million for Oregon in general aviation airports.

Mr. Burket also reported that there has been an increase in flying activity as the fuel tax revenue in Oregon has increased over the last ten months.

Mr. Burket commended the Port of Astoria for the work they have done with their airport facility. Over the last five years, \$775,000 of Federal Funding has been spent for airport improvement at this facility. He also commended the Port for maintaining an FAA certificate for their airport, which is normally held by communities with scheduled air service.

Mr. Burket advised the Commission that United Airlines has announced that they have no plans to withdraw service from Medford or any other location in Oregon. United Express, a new operation, has recently expanded in Redmond, Medford, Seattle, and Yakima. He also mentioned that United Express has indicated an interest in reinstituting service in Klamath Falls, which United Airlines had dropped last month.

Darald Walker, Manager of the North Coast Region for the Parks Division, reported that he is responsible for 53 parks and waysides in six counties, over 150 miles of ocean shore management, 64 miles of coast trail, and 1,900 campsites. He said his Region generates approximately \$2,600,000 in various types of revenue fees. He said that camping has increased approximately 6 percent in his Region.

Mr. Talbot said the Division is undertaking a long-range planning process to identify what Oregonians want their State Park System to look like in the year 2010. As a part of that process, he recommended the selection of a committee to oversee the process and deliver a report, complete with recommendations and budget proposals, to the 1989 Legislature. He said the Committee would serve for approximately a year and the Division would pay minor expenses for the Committee. He also recommended that one additional Committee member be appointed from Eastern Oregon. Commissioner Duvall moved for appointment. The motion carried unanimously by the Commission for appointment of the following individuals to the Parks 2010 Plan Committee:

- Sen. Jane Cease of Portland
- Rep. John Schoon, Rickreall
- Commissioner John Whitty
- Commissioner Cynthia Ford
- Lynn Newbry, Chair, Parks Advisory Committee
- Babette Horenstein, Member, Parks Advisory Committee
- Former Governor Bob Straub, Salem
- Barbara Walker, Portland
- Don Kerr, Bend
- An individual from Eastern Oregon

Mr. Rulien requested adding to the Six-Year Highway Improvement Program for funding in Fiscal Year 1989 the installation of a fire station signal on the Lower Columbia River Highway at M.P. 21.15 in Scappoose, Columbia County, at an estimated cost of \$35,000. He said the Scappoose Rural Fire Protection District would maintain all equipment from their station to the pole, pay 100 percent of the power costs, and share with the State half of the construction costs. Commissioner Ford moved for approval of the project. The motion carried unanimously by the Commission and authorized the State Highway Engineer to sign the necessary agreement.

Eldon Everton, District Maintenance Supervisor for the Highway Division, expressed his appreciation for the Commission coming to his area to look at projects where work needs to be done and to see accomplished projects. He mentioned the Astoria Bridge and said it is the only toll bridge in the State. He said the traffic count on this bridge for 1987 will be over 1.2 million. He informed the Commission that individuals can buy bridge coupons and in one year his office sells approximately \$360,000 worth of coupons. He said the Cannon Beach Junction Project is the major construction project in the area. He also mentioned a project on the John Day River Bridge, Lower Columbia River Highway, Clatsop County, scheduled for contracting at the January 1988 bid letting. In addition, he said another project of local interest is the reconstruction of seven miles of the Lower Columbia River Highway or have that section bypass Astoria. He also mentioned the excellent cooperation with the local officials.

Harvard Anderson of Columbia City spoke concerning the location of a project on the Lower Columbia River Highway from Rainier to the Clatsop County Line. He was concerned about the safety of this section of highway as 14 people had lost their lives on Rainier Hill in the last ten years. He said proposed plans are for a reconnaissance study of widening Highway 30 from Columbia City to the Clatsop County Line in the 1989 to 1994 program. He described his idea for the location of the project.

Chairman Hollern suggested that he present this idea at the Six-Year Highway Improvement Program hearings. He said the hearings in his area would be on March 2 in St. Helens and on March 10 in Seaside. In the meantime, Mr. Rulien suggested that he contact Rick Kuehn, Region 1 Engineer.

Howard Johnson, Chairman of the Astoria Port Commission, said he was hopeful that something could be done about the Astoria truck route and the Port would like to cooperate with the Commission. He said they need a better highway from Astoria to Portland.

Geoff Stone, representing the Astoria Port Commission and the Executive Committee of the Clatsop Economic Development Committee, read the following resolution into the record:

(See Resolution on next page)

RESOLUTION

CLATSOP COUNTY OREGON

WHEREAS, economic development in Clatsop County will depend upon the use of wood and fishery resources, promotion of tourism, and movement of cargoes to and from Pacific Rim countries;

WHEREAS, highway improvements to U.S. Highways 26, 30, and 101 are key to the further development of any one or all of the county's economic development opportunities; and

WHEREAS, the Governor has identified Highway 30 as a corridor of importance to economic development and Highway 30 from Fernhill west is substandard with poor alignment, narrow in relation to today's standards, and lacking turning lanes at main intersections; and

WHEREAS, a reconnaissance study of a Highway 30 truck route alternative of Astoria demonstrates it is technically feasible to construct a truck route alternative; and

WHEREAS, construction of four lanes on Highway 101, the major north-south route of travel, from Astoria to Cannon Beach, is underway and the portions remaining to be improved are included in the Department of Transportation's current Six-Year Highway Improvement Program; and

WHEREAS, Highway 26, the major east-west transportation route to the ocean beach areas of Clatsop County, has roadwork presently under construction such as the Cannon Beach Junction, and some improvements appearing in the Department of Transportation's current Six-Year Highway Improvement Program, and identified areas needing passing lanes; and

WHEREAS, the Oregon Transportation Commission will have available an additional two-cent gas tax in each of the next three years; now, therefore, be it

RESOLVED, that the Clatsop County Economic Development Committee, a broadly based organization representing all government, business, and economic interests from the various geographic areas of the county strongly supports improvements of Highway 30 west of the Longview Bridge with immediate emphasis on the section from Fernhill west with a truck route alternative of Astoria, continued improvements to sections of Highways 26 and 101, and the Clatsop County projects currently listed in the Six-Year Highway Improvement Program; and, be it

FURTHER RESOLVED, that the Clatsop County Economic Development Committee requests the Oregon Transportation Commission commit its resources through its Six-Year Highway Improvement Program for completion of these improvements as soon as possible and that the Commission actively support said projects before other state agencies to acquire alternative and additional funding for said projects.

Adopted by the members of the Clatsop County Economic Development Committee on this 22nd day of October 1987.

Signed: Patricia R. Conner
Patricia R. Conner, Chairman

Chairman Hollern asked that those projects mentioned in the resolution be prioritized. He said it was most helpful for the local officials to come to the Commission with a unified approach on the priorities.

Mr. Richard Bishop of the Medix Ambulance in Astoria said it was his belief that something has to be done to allow for proper motor vehicle transport and to alleviate the truck problem within the City. He outlined their difficulty in transporting people through the commercial sector of Astoria to the hospital on the eastern side of town during rush hour traffic. He indicated it was their desire to promote a truck route bypass.

Mayor Edith Henningsgaard of Astoria said the City appreciated the opportunity to discuss with the Commission their highway needs. She said the two areas of concern are straightening Highway 30 and the Highway 30 Truck Route Alternative. She was also concerned for the safety of the citizens and visitors. She mentioned that the streets are deteriorating due to the heavy truck traffic and she felt that Astoria could not improve industrially until materials are moved in and out of Astoria through a better access road to I-5.

Bob Eaton, Executive Director of the Greater Astoria Area Chamber of Commerce, read a letter stating that the Chamber feels construction of a truck route is of the highest importance. The letter said that local business and local government support the truck route. The letter also indicated that the Chamber had been polled in August and 85 percent were in favor of the bypass. (Letter and copy of poll in Commission's files, Salem.)

Susan Kempf, Astoria Downtown Development Association, requested that the Commission include the Highway 30 Truck Route Alternative on its list of priority projects. She reiterated that the weight of the log and chip trucks are damaging the chairwall construction of the roadways and causing cracks in many of the buildings in the downtown area. She said as the log and chip truck traffic continues to increase, this can only lead to a very serious problem in downtown Astoria.

John Supple, Astoria Warehousing, said he transports canned salmon from Alaska to Astoria and then distributes the salmon throughout the year. He mentioned a study that was conducted 20 years ago and he said there is still the same problem today as then. He stated that the majority of the people in this area all support the truck route.

Martin Nygaard said he appreciated the work that has been done. He reiterated the need for a bypass and commented that it was needed 20 years ago.

Bob Nordlander, Public Works Director of Astoria, brought to the Commission's attention two issues:

- 1) Traffic signals in downtown Astoria. There is a split of responsibility between the City and the State on 14 signals (9 signals supported by the City and 5 supported by the State). He asked the Commission to reconsider a 1952 agreement and renegotiate that agreement. He indicated there is a policy statement dated August 28, 1984, for communities of 10,000 or less the installation and maintenance costs of traffic signals would be funded 100 percent by the State and power costs would be shared equally.

(Continued on next page)

- 2) Warrant requirements. He said small communities have difficulty meeting traffic signal warrants (the number of vehicles necessary to warrant a traffic signal at a particular intersection.) The City asked for broadening of the data used to establish which intersection should receive a traffic signal.

Paulie Buell addressed the Commission and said she had an historic home/business in the path of the proposed Astoria Bypass. She asked who to contact in order to save her home.

Chairman Hollern said if the bypass was included in the developmental section of the next Six-Year Highway Improvement Program, there would be a process to consider right of way, the various alternatives, environmental impact statement, etc. He said all those factors would be built into the planning process, and he advised Ms. Buell there would be an opportunity for her to participate in that process. Mr. Bothman suggested that Ms. Buell talk with Mr. Anhorn, Region 2 Engineer, after the meeting and he could let her know the status of the reconnaissance study.

Dan Arnoth, Greater Astoria Chamber of Commerce, Economic Development Committee, called on Cindy Howe to read a statement.

The statement read by Cindy Howe is summarized as follows:

- 1) The Committee is in complete support of Highway 30 Truck Bypass.
- 2) There has been a 37 percent increase in traffic flow in Astoria over the past 20 years. There are two options to meet this increased traffic; 1) the truck bypass or 2) begin repairing the downtown corridor from 8th Street to 16th Street.

(Copy of statement in Commission's files, Salem.)

Mr. Arnoth said there are three reasons the City needs this bypass:

- 1) Economic development. The area needs to move transportation in and out of Astoria.
- 2) Safety.
- 3) The downtown corridor needs repair.

Commissioner Duvall expressed the Commission's gratitude to the citizens of the area for an informative set of presentations. Chairman Hollern explained the process of the Six-Year Highway Improvement Program for the bypass project. Mr. Bothman said there is in the developmental section an eight-mile section on US30 into Astoria. He said an alternative to that or perhaps a competitive project would be bypassing that eight-mile section. He mentioned that the bypass is in the reconnaissance part of the Program.

There being no further business to consider, Chairman Hollern adjourned the formal meeting at 11 a.m.

At 11 a.m., the Commission held a workshop on the Six-Year Highway Improvement Program in the City Council Conference Room.

The Commission reviewed the list of public meeting dates concerning the program and indicated which meetings they would attend. It was agreed that if any member could not attend a meeting as planned to advise Cam Gilmour. The meeting dates and Commissioners' names are shown below:

SIX-YEAR PROGRAM UPDATE PUBLIC MEETINGS

REGION 1

<u>PLACE</u>	<u>DATES</u>	<u>COMMISSIONER</u>
Hood River	February 23, 1988	Hollern
Portland	February 25, 1988	Bolender
Clackamas High School		
Clackamas County	February 29, 1988	Bolender
St. Helens	March 2, 1988	Bolender
Beaverton	March 7, 1988	Duvall

REGION 2

McMinnville	March 1, 1988	Duvall
Albany	March 3, 1988	Whitty
Newport	March 8, 1988	Whitty
Seaside	March 10, 1988	Duvall

(Continued on next page)

<u>PLACE</u>	<u>DATES</u>	<u>COMMISSIONER</u>
REGION 3		
Eugene	February 25, 1988	Whitty
Roseburg	March 1, 1988	Ford
Medford	March 2, 1988	Ford
Coquille	March 3, 1988	Ford
REGION 4		
Hood River (Joint with Region 1)	February 23, 1988	Hollern
Klamath Falls	February 25, 1988	Ford
Redmond	February 29, 1988	Hollern
REGION 5		
Burns	March 1, 1988	Hollern
Hermiston	March 2, 1988	Hollern
La Grande	March 3, 1988	Hollern

TIME: All meetings will be held from approximately 7 p.m. to 10 p.m.

Vice Chairman Whitty requested information on projects that were on the previous Program but not on this Draft. He requested a list of the projects and why they have slipped from the Program.

Cam Gilmour handed copies of Draft 3 of the Six-Year Highway Improvement Program to the Commission and reviewed each section. (Copy of Draft of Program in Commission's files, Salem.) Summarized are the following comments concerning the Program:

- 1) The "Access Oregon" projects have been flagged in the Program.
- 2) It was decided to footnote only the modernization projects on "Access Oregon" routes listed in the development section, leave projects in the reconnaissance and requested sections without footnotes.
- 3) In the narrative, Chairman Hollern suggested that HB 2112 be changed to read the 1987 Legislature for easier identification by the public.

(Continued on next page)

- 4) On the "Access Oregon" map the route numbers need to be highway numbers.
- 5) No line on the map for La Grande-Joseph and from US26 east of Gresham to I-84.
- 6) Need dotted line on map for Aloha Bypass.
- 7) Need an enlarged map for the Portland area for easier identification.
- 8) US30 Bypass should be eligible.
- 9) Provide to Commission a list of projects to be contracted in 1988.
- 10) There will be \$76 million footnoted in the developmental section and \$80 million for projects to be identified in the public meeting process. Chairman Hollern indicated he would like more shelf projects.

Mr. Gilmour indicated that the local governments will now review the Draft Program and the staff will come back to the December Commission meeting with the comments from the local governments.

The workshop adjourned at 11:55 a.m.

At noon, the Commission and staff had lunch at the Red Lion Motor Inn (Chinook Room at Seafare Restaurant) in Astoria with local officials and interested parties. (There were 59 persons in attendance.)

Following lunch, Mayor Edith Henningsgaard of Astoria welcomed the Commission and staff. Chairman Hollern thanked the local officials for their hospitality and stated it was very beneficial for the Commission to see first-hand their transportation priorities.

Mayor Joyce Williams of Seaside introduced City Manager Larry Lehman. He said the City of Seaside fully supports the Highway 30 Bypass. He also mentioned the traffic congestion on Highway 101 from Dooley Bridge to Pacific Way in Gearhart. This project is in the developmental portion of the Program. He also requested more passing lanes on Highway 26.

Sue Pickell, Executive Director of the Seaside Chamber of Commerce and representing the Oregon Tourism Alliance Committee, reported that transportation was ranked highest among their Committee as an important element in strengthening tourism in Oregon.

Gil Gramson, City Manager of Warrenton, said they also support the Highway 30 Bypass. He said the section of highway from Fort Stevens Park through Warrenton into Hammond is in need of an overlay. There is also a need for a left-turn refuge lane and illumination on Highway 101 near Dolphin Avenue as large trucks turn off that highway.

Senator John Brenneman expressed his appreciation for work that has been done in his District.

Chairman Hollern reiterated the dates of the Six-Year Highway Improvement Program public meetings as March 2 in St. Helens and March 10, 1987, in Seaside.

The luncheon adjourned at 1:15 p.m.

At 2 p.m., the Commission held a public meeting at the Red Lion Motor Inn, Seafare Restaurant, Chinook Room, in Astoria to discuss future development of the Oregon Coast Highway. (Notice of this meeting had been made by press release to newspapers of local and general circulation throughout the State.)

Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Gary Potter, Director of Administration
Larry Rulien, State Highway Engineer
David Talbot, Administrator of Parks and Recreation Division
Bill Anhorn, Region 2 Engineer
Dale Wilken, Division Administrator, Federal Highway Administration
Fran Neavoll, Commission Services

There were other staff persons present. (There were approximately 50 persons in attendance, including staff.)

Chairman Hollern said this meeting was being held because of the discussion about Highway 101 and in particular the Lincoln Beach-Fogarty Creek Section. He said the Commission had asked the State Highway Engineer to come back with a suggested mode of studying this highway. He said this highway is unique in that Highway 101 is the one highway that every Oregonian has a vested interest.

Mr. Rulien said the highway has unique scenic beauty but faces conflicting demands from tourists, residents, businesses, lumber and other industrial users. He then outlined the meeting process.

Mr. Anhorn reported on the progress of the Lincoln Beach-Fogarty Creek Section. He explained that the existing highway is two-lane through the area with no view of the ocean. The area has had a local traffic congestion problem for many years due to the substantial amount of residential and commercial development that has occurred. A five-lane project was proposed at a hearing on September 3, 1987. There were strong feelings expressed both for and against the proposal and an unanimous conclusion could not be reached. He mentioned the many issues that were raised by the public and he said the issues go beyond the scope of individual projects. It was the feeling that these same issues will be raised for almost every highway improvement project on the Oregon Coast Highway. Therefore, he said a comprehensive corridor study is necessary to address these issues and to achieve some public consensus on what the character of the Coast Highway should be. He said that the study report for the Lincoln Beach-Fogarty Creek Section will remain a draft until completion of the corridor study.

Bob Royer, Manager of the Planning Section, said the purpose of the Corridor Study was to develop a long-range strategy for future development of the Coast Highway. The goal of the study was to achieve a balance between the needs of visitors, residents and the coastal values that are attractive to both. He said comments will be invited by road user groups, local governments and the public to formulate a unified plan for the length of the highway that serves the needs of all the citizens.

By flipcharts, Mr. Royer explained the levels of service for two-lane rural highways. One flipchart displayed the highest hourly traffic volume of the day at 3.6 miles north of Newport. He displayed a chart which showed the many sections of highway from California to Oregon that will contain a level of Service D Category within the next 20 years. He said that in addition to the traffic and the congestion problems on the highway, the strategy decision will need to consider the following: scenic beauty, estuary/wetlands, recreation, development, historic bridges and geologic problems.

Don Byard, Planning Section, showed slides that depicted some of the competing interests and conflicting uses of the highway. He displayed a chart of the different types of environmental considerations that exist on the Coast Highway, such as estuary, parks, geologic formations, historic resources, protected wetlands, threatened and endangered species. He displayed another chart that delineated the 101 Corridor as to the types of land use (urban, suburban, and rural). He mentioned two other important functional land uses, such as scenic areas and active recreation areas.

Mr. Byard said the staff will coordinate this corridor study effort with other agencies, LCDC, State Parks, cities and counties along the Coast, Economic Development, coastal groups and others.

Mr. Byard by use of a chart explained that the corridor study does and does not do the following:

(Continued on next page)

DOES THE FOLLOWING:

- 1) Defines "problems" on entire route
- 2) Looks at mid-range (10 years) and long-range (20 years) conditions
- 3) Combines all technical data into one book
- 4) Is the first step to move projects from conceptual stage to design/environmental stage
- 5) Provides broad costs estimates
- 6) Identifies concepts and possible strategies to deal with problems on route

DOES NOT DO THE FOLLOWING:

- 1) Does not make final decision on what will be done
- 2) Does not provide detailed cost estimates
- 3) Does not provide sufficient detail to acquire right of way
- 4) Does not establish priorities for construction. (Six-Year Highway Improvement Program process does that.)

Mr. Byard said that data would be gathered in December 1987 and public meetings would be held in January 1988 in possibly Astoria, Lincoln City, Coos Bay and Gold Beach. A draft would be sent to the Commission in July of 1988.

Jack Madison, Oregon Tourism Alliance, Tillamook County delegate, said his Committee would like to work with the Commission in the further development of Highway 101. He said they see it as being beneficial to the businesses in their community and he thanked the Commission for the opportunity to have an input into the study.

Lucille McLain, Garibaldi City Council, indicated that the City would like to work closely on the planning so that congestion can be reduced for the protection of the visitors and the citizens that live there.

Chairman Hollern said that funding should also be considered due to the limited financial constraints.

Patty Brott of Astoria, local merchant, stated she supported the Astoria truck route.

Chairman Hollern said the Commission had toured US30 east of Astoria and looked at the proposed bypass route. He reiterated the public meeting dates for the update of the Six-Year Highway Improvement Program on March 2 in St. Helens, March 10 in Seaside, March 8 in Newport, and March 3 in Coquille.

Ann Swain, Mayor of Rockaway, addressed the issue of long passing lanes on the Coast Highway.

Lee Hughes, President of the Lincoln City Chamber of Commerce, stated that she was pleased at the opportunity for citizen input. She said they look forward to working with the Commission and they are pleased that one of the meetings will be in Lincoln City.

Chairman Hollern explained that the public meetings on the Six-Year Highway Improvement Program are different than the US101 Corridor meetings.

Senator John Brenneman of Newport stated that the five-lane project on the Lincoln Beach-Fogarty Creek would be best for that area. He had earlier supported a three-lane project. He thanked the Commission for the work on the section from Oretown to Neskowin. In Tillamook County on Highway 101 from the Pacific City cutoff to Tillamook, there is an area that needs passing lanes, straightening of the alignment, and slow vehicle turnouts. He urged that there should be more slow vehicle turnouts provided on US101 and that should be included in the corridor study.

Norma McMillin, Lincoln County Commissioner, stated that she hopes the traffic problem can be alleviated in Lincoln City. She appreciated the work done from Neskowin to Pacific City. She urged improvement on Highway 20 from the valley to the Coast.

Senator Joan Dukes stated she was glad to see the Commission address Highway 101 as a package, rather than little pieces. She was pleased that alternatives are being considered. She thanked the Commission for moving the project forward and for involving the community and local officials.


Chairman Hollern and Vice Chairman Whitty agreed that alternatives should be presented and that all the governmental units along the coast should be involved at a very early stage so that they are participating in the whole process.

Mr. Royer said he had received calls from Brookings and areas further south expressing their interest in this study. Vice Chairman Whitty said it might be a good idea to have a meeting in Newport or Florence rather than Coos Bay or Lincoln City. Mr. Royer said the meeting locations are tentative and they were set so they are different than the Six-Year Highway Improvement meetings to avoid confusion.

Chairman Hollern asked that the staff move ahead on the study as presented. The meeting was adjourned at 3:10 p.m.



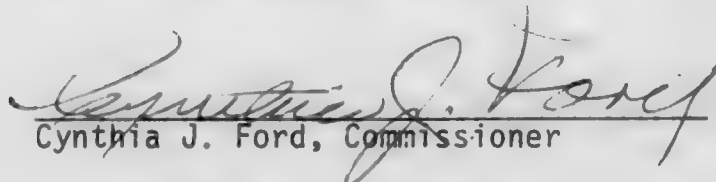
Michael P. Hollern, Chairman



John Whitty, Vice Chairman



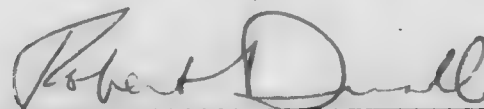
David F. Bolender, Commissioner



Cynthia J. Ford, Commissioner



Commission Services



Robert F. Duvall, Commissioner

EXHIBIT A
MINUTES OF 11/17/87

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project Columbia River (Interstate) Bridges Lift Spans
Type of Work Lift Span Mechanism Repairs F.A. Proj. No. (Contract No. 10,505)
1R-5-E-128,307
County Multnomah (Oregon) and Clark (Washington) Highway Pacific
No. of Bidders 3 Low Bidder Donald B. Murphy Contractors, Federal Way, WA
Low Bid \$385,708.65

Engineer's Recommendation: Award to low bidder subject to concurrence of FHWA and the State of Washington.

No. 2 Project Wonderly Road - Longview Bridge Interchange
Type of Work Concrete Barrier F.A. Proj. No. (Contract No. 10,506)
HES-1(45)
County Columbia Highway Lower Columbia River
No. of Bidders 9 Low Bidder Elting, Incorporated, Clackamas
Low Bid \$108,904.00

Engineer's Recommendation: Award to low bidder subject to concurrence of FHWA.

No. 3 Project Dry Creek Bridge #537
Type of Work Grading, Paving, and Structure F. A. Proj. No. (Contract No. 10,507)
RS-BRS-160,2
County Crook Highway Crooked River
No. of Bidders 4 Low Bidder R. L. Coats, Bend
Low Bid \$378,950.00

Engineer's Recommendation: Award to low DBE/WBE responsive bidder subject to concurrence of the FHWA.

2nd Bidder: Holm II, Inc.	\$388,377.50
3rd Bidder: Stach Construction Co.	\$444,064.00

EXHIBIT A
MINUTES OF 11/17/87

No. 4 Project S. Highline Canal - Murphy Creek Road (Unit 1)
Type of Work Bikeway F.A. Proj. No. (Contract No. 10,508)
County Josephine Highway Jacksonville
No. of Bidders 1 Low Bidder Copeland Paving, Inc., Grants Pass
Low Bid \$196,360.25

Engineer's Recommendation: Award to low bidder.

No. 5 Project S.E. 8th Avenue - S.E. 9th Avenue (Portland)
Type of Work Grading, Paving, Signing, Signals, and Landscaping F.A. Proj. No. (Contract No. 10,509)
County Multnomah Highway S.E. Division Street
No. of Bidders 2 Low Bidder Benton Electric, Inc., Albany
Low Bid \$168,402.58

Engineer's Recommendation: Award to low DBE/WBE responsive bidder subject to concurrence of the City of Portland and FHWA and receipt of deposit from City.

2nd Bidder: Paul Brothers, Inc. \$204,390.00

No. 6 Project S.E. Airport Road - N.C.L. Stanfield
Type of Work Grading, Paving, and Signing F.A. Proj. No. (Contract No. 10,510)
County Umatilla Highway Umatilla - Stanfield
No. of Bidders 9 Low Bidder Acme Concrete Company, Spokane, WA
Low Bid \$565,180.00

Engineer's Recommendation: Award to low bidder.

EXHIBIT A

MINUTES OF 11/17/87

No. 7 Project Tualatin Valley Highway at S.W. 204th Avenue
Type of Work Traffic Signals F. A. Proj. No. (Contract No. 10,511)
County Washington Highway Tualatin Valley
No. of Bidders 7 Low Bidder Heil Electric Company, Portland
Low Bid \$44,674.00

Engineer's Recommendation: Award to low bidder.

On October 1, 1987, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on September 24, 1987, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 3 and 5 if the low bidder fails to meet the requirements for the disadvantaged-woman business enterprises, award will be made to the next lowest responsive bidder pending DBE/WBE review and cost justification.

Dated this 10 day of October, 1987

Michael P. Hollern
Michael P. Hollern, Chairman
OREGON TRANSPORTATION COMMISSION

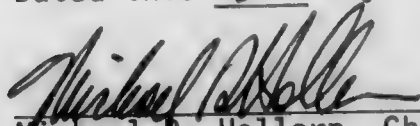
EXHIBIT A
MINUTES OF 11/17/87

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Action Taken Under
Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following action and report this action for your official records:

- 1) On October 23, 1987, approved a personal service contract with Poulus & Okei Associates for technical work on the STARS System beginning October 26, 1987, through November 15, 1987, at a cost not to exceed \$10,000. (Authorized State Highway Engineer to sign contract.)

Dated this 3 day of November, 1987



Michael P. Hollern, Chairman
Oregon Transportation Commission

10-26-87

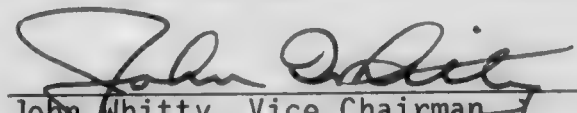
EXHIBIT B
MINUTES OF 11/17/87

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Action Taken Under
Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following action and report this action for your official records:

- 1) On September 25, 1987, granted authority to proceed with a negotiated contract with Hamilton Construction Company for repairs to the Lone Rock (Glide) Bridge #2496 at M.P. 18.06 on the North Umpqua Highway 73 in Douglas County in the amount of \$212,974. Work will begin September 28 and be completed October 17, 1987. Repairs to the bridge need to be done immediately and due to the emergency nature time is not available to formally obtain bids. (Authorized State Highway Engineer to sign Contract No. 10,512.)

Dated this 14 day of OCTOBER, 1987


John Whitty, Vice Chairman
Oregon Transportation Commission

10-2-87

EXHIBIT C
MINUTES OF 11/17/87

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved all the actions listed below and report this action for your official records:

- 1) On September 25, 1987, approved a personal service contract with Ruth Johnson to conduct two "Public Contact Skills" classes on December 9 and 10, 1987, and on January 27 and 28, 1988, at a cost not to exceed \$2,350.
- 2) On October 2, 1987, approved a personal service contract with Focal Point Programs (Rene Tihista) to conduct a "Managing Job Stress" class on January 19, 1988, at a cost of \$1,000 plus \$12 for each student's workbook over the class limit of 26 students.
- 3) On October 2, 1987, approved a personal service contract with Bob Burgee to conduct two "Stylemetric" workshops on November 3 and 4, 1987, and on January 12 and 13, 1988, at a cost not to exceed \$2,400.
- 4) On October 17, 1987, approved a personal service contract with Joan Shimp to conduct a series of three workshops on passenger assistance techniques which are designed to teach van and bus drivers the proper methods of assisting handicapped and wheelchair bound passengers. One workshop will be held on October 17, 1987, and two others are to be scheduled in the future. Cost: \$861.
- 5) On October 19, 1987, approved an agreement with Chemeketa Community College for a college work/experience program (off-campus employment) beginning October 18, 1987, and continuing until terminated by either party.

EXHIBIT C

MINUTES OF 11/17/87

- 6) On October 20, 1987, approved a personal service contract with Vern Allers "Athletes in Industry" to conduct a stretching program for Highway Division employees in Roseburg at a cost not to exceed \$656.40 beginning October 1, 1987, through November 30, 1987.
- 7) On October 27, 1987, approved an intergovernmental service agreement with Chemeketa Community College to provide an instructor (Marilyn Connor) to teach a "Technical Report Writing" class on December 16 and 17, 1987, at a cost not to exceed \$950.

Dated this 2nd of November, 1987



Robert N. Bothman
Director of Transportation

10-29-87

EXHIBIT D
MINUTES OF 11/17/87

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I took the following actions and report this for your official records:

- 1) On June 5, 1987, approved an agreement with Lane County to issue permits for the movement of oversize/overweight vehicles and loads over highways and roads under their respective jurisdictions. The State will collect the fee established in ORS 818.270 for both the State and County. The County fee shall be forwarded to the County for each permit issued throughout this agreement on a monthly basis.
- 2) On October 2, 1987, established the following speed zones on the Oregon Coast Highway No. 9 in the community of Seal Rock, Lincoln County, as follows:

40 MPH from M.P. 150.40 to M.P. 150.88
45 MPH from M.P. 150.88 to M.P. 151.38

Rescinds Speed Zone Order No. 874, dated April 19, 1982. See Speed Zone Order No. 952.
- 3) On October 6, 1987, signed a personal service contract with CH2M Hill Northwest, Inc. for preliminary engineering services on the Kiwa Springs-Mt. Bachelor Section, Century Drive, in Deschutes County at a cost not to exceed \$274,616. Time Period: 426 calendar days. (Approved by Transportation Commission on July 22, 1986. Signed by Don Adams for State Highway Engineer.)
- 4) On October 8, 1987, signed Supplemental Agreement No. 1 with Bruce West for fixed art work at the new Materials Testing Laboratory in Salem. This supplemental extends the completion time from October 31, 1987, to December 31, 1987. (Original agreement approved by Chairman Hollern on August 12, 1987.

MINUTES OF D
11/17/87

- 5) On October 8, 1987, approved Supplemental Agreement No. 1 with Garth Edwards for an art project to be placed in the East Portland DMV Drive Test Center. This supplement extends the completion time from October 31, 1987, to December 31, 1987.
- 6) On October 9, 1987, signed Supplemental Agreement No. 1 with Howard Needles Tammen & Bergendoff for bridge inspection on the East Fremont Interchange Pier 2E. This supplement increases the calendar days from 60 to 154 days. (Original agreement approved by Chairman Hollern on August 3, 1987.)
- 7) On October 12, 1987, signed an amendment to a personal service contract with Gossard-Pyron Associates for continuation of Phase II Team Building to include Districts 5 and 7 in Region 3 and to prepare preliminary progress report. This amendment increases the cost by \$2,500 and extends the completion time to May 30, 1988. (Original contract approved by Chairman Yturri on November 6, 1986.)
- 8) On October 13, 1987, approved a personal service contract with C-D-J Consortium dba Business Employment to administer physical tests to potential applicants for Highway Maintenance positions beginning on October 1, 1987, through June 30, 1989, at a cost not to exceed \$900.
- 9) On October 15, 1987, signed a personal service contract with TAMS Consultants, Inc. for preliminary engineering services on the Multnomah Falls Interchange, Columbia River Highway, Multnomah County at a cost not to exceed a maximum of \$290,877.84 without prior written approval of the Department. All work to be done within 395 calendar days. (Approved by Transportation Commission July 22, 1986.)

EXHIBIT D
MINUTES OF 11/17/87

- 10) On October 15, 1987, established a 45 MPH speed zone on the McKenzie-Bend Highway No. 17 in Deschutes County as follows:

0.51 mile east of Cooley Road (M.P. 18.00) to 0.27 mile west of The Dalles-California Highway (M.P. 18.24).

One-Way Eastbound

0.27 mile west of The Dalles-California Highway No. 4 at M.P. 18.24 to M.P. 18.51

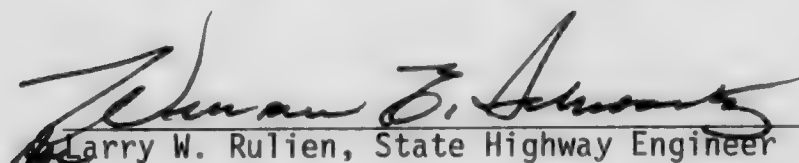
One-Way Westbound

0.35 mile west of The Dalles-California Highway No. 4 at M.P. 18.24W to M.P. 18.59W

See Speed Zone Order No. 955.

- 11) On October 19, 1987, signed a personal service contract with Cooper Consultants, Inc. for preliminary engineering services on the O'Neil Jct.-N.C.L. Redmond Section of The Dalles-California Highway in Deschutes County at a fixed price of \$38,762.90. Time period: 110 calendar days. (Approved by Transportation Commission on July 31, 1984.)

- 12) On October 23, 1987, established a 45 MPH speed zone on the Oregon Coast Highway No. 9 from 150 feet north of North Bay Drive (M.P. 233.17) to 0.57 mile south of East Bay Drive (north city limits of North Bend) (M.P. 234.03) in Coos County. Rescinds Speed Zone Order No. 802 dated February 28, 1979. See Speed Zone Order No. 954.


Larry W. Rulien, State Highway Engineer

Dated this 30th of October, 1987

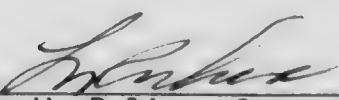
10-29-87

MINUTES OF 11/17/87

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

- 1) Lift system rehabilitation on the Columbia River (Interstate) Bridges Section of the Pacific Highway in Multnomah County, Oregon, and Clark County, Washington. Bids received on September 24, 1987. Contract No. 10,505 awarded on October 2, 1987, to Donald B. Murphy Contractors, Inc., Federal Way, Washington, at \$385,708.65.
- 2) Concrete barrier on the Wonderly Road-Longview Bridge Interchange Section of the Lower Columbia River Highway in Columbia County. Bids received on September 24, 1987. Contract No. 10,506 awarded on October 2, 1987, to Elting, Incorporated, Clackamas, at \$108,904.
- 3) Work on the Dry Creek Bridge Section of the Crooked River Highway in Crook County. Bids received on September 24, 1987. Contract No. 10,507 awarded on October 5, 1987, to R. L. Coats, Bend, at \$378,950.
- 4) Work on the SE 8th Avenue-SE 9th Avenue Section of SE Division Street in Portland, Multnomah County. Bids received on September 24, 1987. Contract No. 10,509 awarded on October 2, 1987, to Benton Electric, Inc., Albany, at \$168,402.58.


Larry W. Rulien, State Highway Engineer

Dated this 9 of November, 1987

10-30-87

E
MINUTES OF 11/17/87

COM 4

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

JOHN DAY RIVER BRIDGE SECTION, (LOWER) COLUMBIA RIVER HIGHWAY - CLATSOP COUNTY

R-55696 - Victor O. Carlson et al. Parcel 1: 0.03 acre for right of way purposes. Parcel 2: 0.09 acre for temporary easement for cleaning drainage ditch. Offer \$15,600.00.

R-55701 - Lars M. Gjovik et al. Parcel 1: 0.64 acre for right of way purposes. Parcel 2: 0.63 acre for permanent easement for slopes, waterline and drainage facilities. Parcel 3: 0.03 acre for permit of entry for road approach. Offer \$1,400.00.

OREGON COAST HWY. AT WINCHESTER AVE. (REEDSPORT) SECTION, OREGON COAST HIGHWAY - DOUGLAS COUNTY

R-56168 - Lester W. Thompson et al. 3,100 square feet for permanent easement for driveway, slopes, and traffic control facilities. Offer \$500.00.

S.E. DIVISION ST.-S.E. SCHILLER ST. SECTION, CASCADE HIGHWAY NORTH - MULTNOMAH COUNTY

R-55079 - John A. Elorriaga et al. Parcel 1: 493 square feet for right of way purposes. Parcel 2: 197 square feet for temporary easement for work area. Offer \$4,800.00.

R-55311 - Atlas Construction Company. Parcel 1: 1,790 square feet for right of way purposes. Parcel 2: 1,250 square feet for temporary easement for work area. Offer \$1,150.00.

12th ST. S.E.-24th ST. S.E. (SALEM) SECTION, MISSION STREET - MARION COUNTY

R-54477 - Southern Pacific Transportation Company. Parcel 1: 4,300 square feet for right of way purposes. Parcel 2: 710 square feet for right of way purposes. Parcel 3: 1,790 square feet for permanent easement for slopes. Parcel 4: 1,610 square feet for permanent easement for slopes. Parcel 5: 375 square feet for permanent easement for drainage facilities. Parcel 6: 60 square feet for permanent easement for traffic control facilities. Offer \$40,000.00.

Dated this 15th day of October, 1987.



STEVEN GREEN, Right of Way Manager

EXHIBIT E
MINUTES OF 11/17/87

DATE: NOVEMBER, 1987

TO: OREGON TRANSPORTATION COMMISSION

SUBJECT: REPORT OF ACTIONS TAKEN
UNDER DELEGATED AUTHORITY

Under delegated authority to the Highway Engineer (Delegation Order No. 23) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Administrative Order No. 33), the following actions were taken:

SALE OF EXCESS PARCELS: (23-43) (Admin. Order No. 33)

LANE COUNTY:

OAKHILL-EUGENE-SPRINGFIELD - FLORENCE-EUGENE HIGHWAY:

- 1) File 41624-B - containing 10,800 s.f., m/l.; \$ 10,255;
Approved 10/05/87.
- 2) File 41920 - containing 4,000 s.f., m/l.; \$ 8,000;
Approved 10/07/87.

MULTNOMAH COUNTY:

MARQUAM BRIDGE-S.E. 84TH AVENUE SECTION - MT. HOOD FREEWAY:

- 3) File 44464-A - containing 4,000 s.f., m/l.; \$ 7,900;
Approved 10/15/87.
- 4) File 44464-B - containing 4,000 s.f., m/l.; \$ 7,900;
Approved 10/15/87.
- 5) File 44534 & 44732 - 6,694 s.f., m/l.; \$ 8,500;
Approved 10/22/87.
- 6) File 44733-B - containing 6,694 s.f., m/l.; \$ 6,000;
Approved 10/22/87.
- 7) File 44737-B - containing 4,000 s.f., m/l.; \$ 6,000;
Approved 10/14/87.
- 8) File 44973 - containing 4,000 s.f., m/l.; \$ 7,900;
Approved 10/14/87.

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MULTNOMAH COUNTY: MARQUAM BRIDGE-S.E. 84TH AVE. SECTION -
MT. HOOD FREEWAY: (Continued)

- 9) File 44973-B - containing 4,000 s.f., m/l.; \$ 7,900;
Approved 10/15/87.
- 10) File 44974 - containing 4,000 s.f., m/l.; \$ 7,900;
Approved 10/15/87.
- 11) File 45421-A - containing 4,000 s.f., m/l.; \$ 7,900;
Approved 10/15/87.
- 12) File 45421-B - containing 4,000 s.f., m/l.; \$ 7,900;
Approved 10/15/87.
- 13) File 46288 - containing 4,000 s.f., m/l.; \$ 7,900;
Approved 10/05/87.
- 14) File 46288-A - containing 4,000 s.f., m/l.; \$ 7,900;
Approved 10/22/87.
- 15) File 46426 - containing 4,000 s.f., m/l.; \$ 7,900;
Approved 10/22/87.
- 16) File 46674 - containing 4,000 s.f., m/l.; \$ 7,900;
Approved 10/05/87.
- 17) File 46680 - containing 6,600 s.f., m/l.; \$ 8,500;
Approved 10/22/87.

N. TIGARD-S. TIGARD - PACIFIC HIGHWAY:

- 18) File 50208 - containing 24,600 s.f., m/l.; \$ 56,500;
Approved 10/05/87.

WASHINGTON COUNTY:

N. TIGARD-S. TIGARD - PACIFIC HIGHWAY:

- 19) File 19575 - containing 35,343 s.f., m/l.; \$336,600;
Approved 10/15/87.

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MINUTES OF 11/17/87

Report of Actions Taken Under Delegated Authority
November, 1987
Page Three

AGREEMENTS: (23-50) (Administrative Order No. 33)

LINN COUNTY:

BURLINGTON NORTHERN RAILROAD COMPANY

20) To install storm water pipe at crossing at Survey Station 1466+70; M.P. 27.64; Sweet Home; R.R. 1261; Contract 10400; \$450. Approved 10/14/87.

21) Easement for widening and improvement of the Santiam Highway between Liberty Road and Sweethome; File No. 55353; R.R. 1261; \$19,455;

Plus a temporary construction easement for highway slopes and drainage structures at 21 locations within this project; \$1,050; Approved 10/19/87.

MULTNOMAH COUNTY:

PORTLAND TERMINAL RAILROAD COMPANY

22) To identify maintenance responsibilities within the limits of the York Street Bridge; Lower Columbia River Highway; Supplemental to agreement dated July 5, 1985 filed as R.R. Contract No. 1518; R.R. 1195; Approved 10/08/87.

R/W SERVICE AGREEMENTS: (23-45)

MULTNOMAH COUNTY:

23) Agreement for R/W Services #325; Construction-Finance Agreement No. 8546; for acquisition phase and preliminary phases concerning widening and improvement of S.E. 221 Ave.-S.E. 242nd Ave. Section of S.E. Stark Street; Approved 9/11/87.

MANAGEMENT HOME PURCHASE PROGRAM:

DOUGLAS COUNTY:

24) File 55220 - Purchase of single-family residence and 5 acres from John C. & Phyllis K. Gander; located at 2405 Dairy Loop Road, Roseburg, Oregon; \$61,946; Approved 10/26/87.

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MINUTES OF 11/17/87

Report of Actions Taken Under Delegated Authority
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OPTIONS AND OTHER DOCUMENTS RELATING TO THE
ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION:
(23-65) (Admin. Order No. 33)

BENTON COUNTY:

CARTER CREEK (DEVITT CREEK) BRIDGE - EDDYVILLE-BLODGETT
HIGHWAY:

55975	Bruce A. & Kathryn N. Johnson	\$ 150	App. 10/13/87
55976	Kenneth Hazelton & Carolyn L. Hazelton	\$ 270	App. 10/13/87

WEST HILLS-GREEN ROAD - CORVALLIS-NEWPORT HIGHWAY:

56453	Melvin L. & Nona M. Olson	\$ 225	App. 10/16/87
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CLACKAMAS COUNTY:

WILDWOOD-ZIG-ZAG -MT. HOOD HIGHWAY:

33137	Floyd E. Kallberg Melvin Mullens, Nick Montoy	\$ 250	App. 10/28/87
43565	David K. Troy & Linda M. Troy	\$ 100	App. 10/30/87
43686	Portland Fixture Limited Partnership	\$ 5,000	App. 9/28/87

CASCADE HWY. N-S.E. LESTER AVE. INTRCHNGE. -
JOHNSON CREEK BLVD. HIGHWAY:

45928	Edward H. & Joan M. Martin	\$44,950	App. 10/29/87
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LESTER AVE. INTERCHANGE - E. PORTLAND FREEWAY:

56156	Victor & Doris R. Gordon	\$35,000	App. 10/13/87
56161	Harley I. & Geraldine Westerman	\$60,000	App. 10/22/87
56163	Melvin E. & Patricia G. Barnes	\$59,900	App. 10/30/87
56164	Leo Anthony & Diana J. Wolfe	\$64,000	App. 10/22/87

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S.E. 82ND - CASCADE N. HIGHWAY:

56906	Sterling Recreation Organization Co. (Dedication)	\$	0	App. 10/26/87
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CLATSOP COUNTY:

IRVING BRIDGE WALLUSKI LOOP RD. - WALLUSKI LOOP ROAD:

56909	Peter & Carlotta M. Strandberg (Dedication)	\$	0	App. 10/30/87
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56917	Division of State Lands	\$	542	App. 10/26/87
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JOHN DAY RIVER BRIDGE - LOWER COLUMBIA RIVER HIGHWAY:

55689	Roger E. Jeppesen Candy L. Griffin H. Paul & Kathleen J. Haynes	\$	500	App. 9/30/87
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55705	Daniel A. Thiel Bettie Dybvik	\$14,385	App. 9/29/87	
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55694	James R. Haglund	\$ 2,850	App. 10/15/87	
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56631	Erling & Patricia R. Grimstad	\$	100	App. 10/16/87
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56794	Neil Grimstad	\$	100	App. 10/08/87
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WICKIUP MICROWAVE SITE - ACCESS ROAD:

56677	Boise Cascade Corporation	\$	200	App. 10/26/87
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DESCHUTES COUNTY:

MURPHY ROAD - LAVA BUTTE - THE DALLES-CALIFORNIA:

56639	Elon Lee Wood (C.P.)	\$ 1,850	App. 10/22/87	
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DOUGLAS COUNTY:

55220	MANAGEMENT HOME PURCHASE John C. & Phyllis Gander	\$61,946	App. 10/26/87	
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DOUGLAS COUNTY: (Continued)

CAMAS MOUNTAIN WAYSIDE-MUNS CREEK (SUICIDE CREEK) -
COOS BAY-ROSEBURG HIGHWAY:

56023	Arnold D. & Martha C. Slabaugh	\$34,500	App. 10/22/87
56026	Leo E. Meadows, Jr.	\$13,500	App. 10/22/87
56030	Stanley G. & Jacquelyn Smith	\$ 7,000	App. 10/05/87
56033	G. Roger Brubaker Georgia K. Brubaker	\$ 4,700	App. 10/29/87
56036	Carol E. Ison	\$31,000	App. 10/07/87
56038	Wauneta & Harvey Roger Ulm	\$35,000	App. 10/07/87
56042	William H. (Jr.) & Vivian Sanders	\$41,000	App. 10/07/87

OR. CST. HWY. @ WINCHESTER AVE. - OREGON COAST HIGHWAY:

56167	Richard K. Boas, et al	\$ 500	App. 10/07/87
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JACKSON COUNTY:

INDIAN CREEK BRIDGE - CARBERRY ROAD HIGHWAY:

56681	Transnational Trust Co. Ltd.	\$ 500	App. 10/22/87
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JOSEPHINE COUNTY:

MUNGER CREEK (KINCAID RD.) BRIDGE - KINCAID ROAD:

55721	R. J. and Bonnie B. Manthey	\$ 970	App. 9/30/87
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KLAMATH COUNTY:

WILLIAMSON RVR.-MODOC PNT. - THE DALLES-CALIF. HIGHWAY:

55390	Coralie Nelson; John Wade Nelson	\$ 8,450	App. 10/07/87
55736	Bill & Rosalyn G. Harris	\$ 100	App. 10/07/87

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LAKE COUNTY:

KLAMATH CNTY. LINE-DREWS CRK. - KLAMATH FALLS-LAKEVIEW
HWY.:

56901 United States Dept. of \$85,188.70 App. 10/13/87
Agriculture, Forest Service
(Timber)

LANE COUNTY:

GATE CREEK (VIDA) BRIDGE - MCKENZIE HIGHWAY:

55909 Charles F. & \$ 2,400 App. 9/30/87
Gretchen G. Ralston

55914 William H. Dufort \$ 4,650 App. 10/07/87
William Sidney Hill

LINCOLN COUNTY:

ALSEA RIVER (WALDPORT) BRIDGE - OREGON COAST HIGHWAY:

56810 State of Oregon \$ 8,964 App. 9/29/87
Division of State Lands

COAST RANGE SUMMIT - BURNT WOODS:

56135 Danny J. Rariden \$17,500 App. 9/30/87

OGLESBY CREEK BRIDGE - CORVALLIS-NEWPORT HIGHWAY:

55924 Rex Wakefield \$ 1,750 App. 10/07/87
Mabel J. Wakefield
Robert B. & Betty J. Liska
Nancy K. Buckley

55925 Rex Wakefield \$ 1,400 App. 10/07/87
Mabel J. Wakefield
Robert B. & Betty J. Liska
Nancy K. Buckley

SILETZ HWY. M.P. 15.5 @ CEDAR CREEK BRIDGE - SILETZ
HIGHWAY:

54235 Tim Miller \$ 1,150 App. 10/26/87

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LINN COUNTY:

LIBERTY ROAD-SWEET HOME - SANTIAM HIGHWAY:

55353 Burlington Northern Railroad \$20,505 App. 10/29/87
Company

QUEEN AVE.-CORVALLIS - ALBANY-JCT. CITY HIGHWAY:

54755 Kampfer Brothers \$13,700 App. 10/12/87
55434 Maureen R. Forrest \$ 4,800 App. 10/12/87
56087 Kampfer's Commercial \$ 350 App. 10/12/87
Properties

MALHEUR COUNTY:

DORIAN DRIVE-VERDE DRIVE - W. IDAHO AVENUE:

56466 Donald L. & Sylvia E. Forsyth \$ 1,350 App. 10/29/87
56467 Donald L. & Sylvia E. Forsyth \$ 100 App. 10/09/87
56468 Frank B. & Patsein Echanis \$ 100 App. 10/09/87
Larry J. & Victoria M. Tuttle
56469 John B. & Theresa M. Link \$ 1,000 App. 10/09/87
56470 Barbara J. Harden (Bean) \$ 1,575 App. 10/09/87
56471 Curtis E. Gaschler \$ 100 App. 10/12/87
56472 Carl Calvin & \$ 150 App. 10/12/87
Janice Marie Knapp
56473 John A. & Norma J. Lienkaemper \$ 375 App. 10/12/87
56474 Lena G. Whitsell \$ 275 App. 10/08/87
56475 Catherine A. Pratt \$ 250 App. 10/08/87
56476 Ted & Shelli Barber \$ 275 App. 10/08/87
56477 Malcolm Russell Markee \$ 225 App. 10/08/87
56478 Luther O. & Enid L. Dickerson \$ 175 App. 10/08/87

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MALHEUR COUNTY: DORIAN DRIVE-VERDE DRIVE -
W. IDAHO AVENUE: (Continued)

56883	Romaine Yost	\$ 470	App. 10/08/87
56884	Bethany United Presbyterian Church in The United States of America, Ontario, Oregon	\$ 1,200	App. 10/15/87
56885	Luke L. & Christine A. Tyler	\$ 300	App. 10/08/87
56886	John D. & Judith C. Kirby	\$ 500	App. 10/08/87
56887	Johnny R. & Carol I. Flynn	\$ 1,500	App. 10/09/87
56888	Arden A. Yundt	\$ 2,800	App. 10/27/87
56889	Robert Scott Robson	\$ 405	App. 10/15/87
56890	Ray G. Roark	\$ 1,165	App. 10/15/87
56891	Gordon H. & Niki L. Ogawa	\$ 1,425	App. 10/15/87
56892	Dale W. & Glenda D. Hofstetter	\$ 1,450	App. 10/15/87

MALHEUR RIVER (VALE) BRIDGE - CENTRAL OREGON HIGHWAY:

56719	Rebecca A. McPartland	\$ 200	App. 10/29/87
56720	Roy R. Cagle George E. Fuson (C.P.)	\$ 100	App. 10/15/87

MARION COUNTY:

PACIFIC HWY. @ MARKET ST. - PACIFIC HIGHWAY:

54311	Mobil Oil Corporation	\$ 2,400	App. 10/26/87
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QUINABY ROAD - PACIFIC HIGHWAY 99E.:

55706	Gary & Deborah Hollin	\$ 250	App. 10/22/87
55707	Clarkson & Lila Duffus	\$ 1,300	App. 10/22/87
55708	Charles & Velva Holcom	\$ 1,450	App. 10/07/87
55709	Leon F. & Billie Ethel Johnson	\$ 400	App. 10/08/87

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MINUTES OF 11/17/87

Report of Actions Taken Under Delegated Authority
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MULTNOMAH COUNTY:

N.W. DOANE AVE.-N.W. BALBOA AVE. - COLUMBIA RVR. HWY.:

54605	Herbert J. & Shirley L. Semler	\$ 6,325 App. 10/14/87
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S.E. DIVISION-S.E. SCHILLER - CASCADE N. HIGHWAY:

55071	D. S. & Edith S. Boggs dba Keokuk Co.	\$ 4,350 App. 10/16/87
55072	D. Stanley Boggs & Edith S. Boggs	\$20,300 App. 10/22/87
55072	Panoco (Lessee) (Improvements only)	\$ 4,700 App. 10/22/87
55081	Donald W. & JoAnne L. Hong	\$ 5,100 App. 9/28/87
55335	Donald K. Schmieding	\$ 600 App. 10/06/87
55340	Ann A. Anderson	\$24,575 App. 10/29/87
55345	Sizzler Restaurants International, Inc.	\$14,860 App. 10/13/87

N.E. 111TH-N.E. 181ST - COLUMBIA RIVER HIGHWAY:

56088	Western States Chiropractic College	\$ 3,500 App. 10/06/87
56095	Multnomah County	\$ 100 App. 10/26/87
56107	Ralph F. & Helen L. Palmer	\$ 2,350 App. 10/07/87
56108	Richard A. & Carrie A. Erdmann	\$ 1,250 App. 10/07/87
56109	Alex & Lotte Finke	\$ 950 App. 10/12/87
56110	Donald J. McMillin	\$ 2,000 App. 10/07/87
56111	William D. & Victoria L. Sanborn	\$ 1,400 App. 10/07/87
56114	Vernon C. & Viola L. Jones	\$ 4,675 App. 10/06/87
56118	Kenneth J. & Diane L. Cook	\$ 1,320 App. 10/06/87

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MULTNOMAH COUNTY: N.E. 111TH-N.E. 181ST -
COLUMBIA RIVER HIGHWAY: (Continued)

56120 Linda E. Kastens; \$52,000 App. 10/08/87
Dora E. Farris
Norman A. & Virginia D. Seidel

TILLAMOOK COUNTY:

KILCHIS RIVER BRIDGE - COUNTY ROAD #654:

56893 Carl & June Schonbrod \$ 250 App. 10/07/87
56894 Glenn E. & \$ 370 App. 10/07/87
Marjorie L. Metcalfe

UMATILLA COUNTY:

ADAMS-ATHENA - OREGON-WASHINGTON HIGHWAY:

54776 Union Pacific Railroad Company \$ 7,500 App. 10/15/87
(For Oregon-Washington Railroad
& Navigation Company, an Oregon
Corporation)

WALLOWA COUNTY:

TROUT CREEK-ENTERPRISE - WALLOWA LAKE HIGHWAY:

55355 Donald H. & Leola A. Davis \$ 100 App. 10/15/87

WASHINGTON COUNTY:

BRIDGEPORT ROAD - BEAVERTON-TUALATIN HIGHWAY:

55067 Vernon J. Moir \$ 7,650 App. 10/07/87

T.V. HWY. @ M.P. 2.56 (S.W. 204TH AVE.) - TUALATIN VALLEY
HIGHWAY

57176 Greg A. Hemstreet \$ 0 App. 9/28/87
Jim E. Hemstreet


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T.V. HIGHWAY-ROCK CREEK BLVD. - 185TH AVENUE:

55769	Frederick & Diana Davis	\$66,300 App. 10/26/87
55777	Marvin T. & Norma M. Bazzel	\$85,000 App. 10/22/87
55785	Vicki L. Lucht	\$ 9,600 App. 10/12/87
55792	Mildred Harriet Wentworth (Revised description added \$100 to the price reported on the September Report.)	\$ 2,200 App. 10/26/87
55797	Lloyd Bellamy, Jr. & Evelyn Bellamy	\$ 2,000 App. 10/30/87
55805	Janis M. Brabham (Dean)	\$ 1,750 App. 10/22/87
55827	Randall S. & Theresa S. Brannon	\$ 3,550 App. 10/12/87
55836	Medical Research Foundation of Oregon, Inc.	\$ 1,400 App. 10/30/87
55870	Robert C. & Wynema M. Barth	\$ 1,625 App. 10/30/87
55875	John W. Antons	\$ 3,350 App. 10/30/87
56206	Robert W. Beadnell	\$ 3,600 App. 10/30/87
56237	George Varkey & Thresiamma Thanappanayil	\$ 100 App. 10/06/87

Dated this 5TH day of NOVEMBER, 1987


Steven Green, Right of Way Manager



MINUTES OF F 11/17/87

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 13, 1987

In Reply Refer to
File No.

INT

TO: Oregon Transportation Commission

**SUBJECT: Confirmation Report
Actions Taken Under Delegated Authority**


Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On October 13, 1987, 1987, \$5,604,872.43 was distributed to the counties as their share of motor vehicle revenues for the month of September, 1987.

On October 13, 1987, 1987, \$3,398,669.53 was distributed to the cities for the month of September, 1987.

(Lists of apportionments on file in Commission Files, Salem).

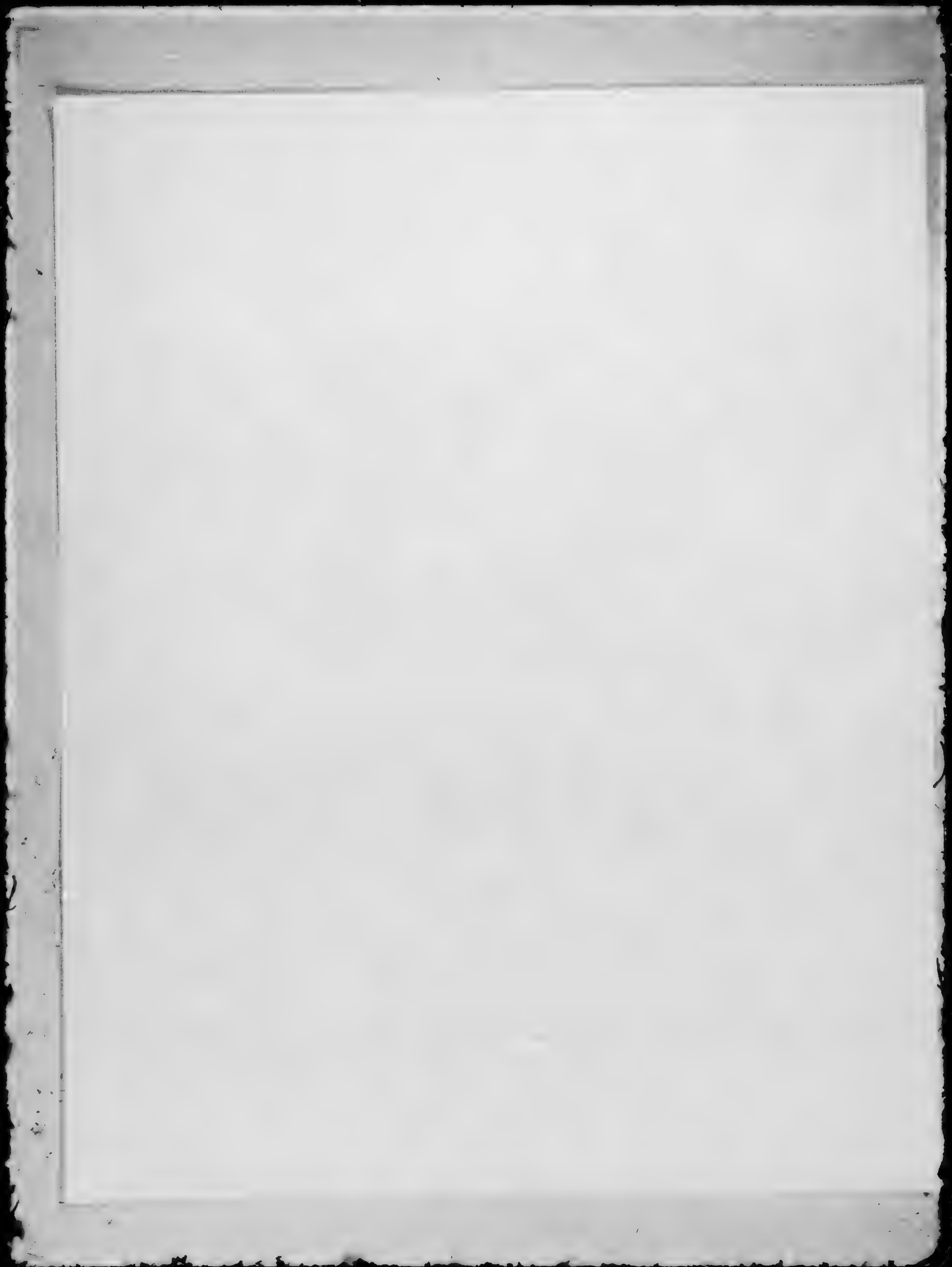
Dated this 13th day of October,
1987


Douglass R. Goldbach, Controller
Highway Division

Attachments

cc: Bob Bothman
John Elliott





MINUTES OF
OREGON TRANSPORTATION COMMISSION

DINNER

DECEMBER 14, 1987

AND

AGENDA REVIEW
FORMAL MEETING
WORKSHOP

DECEMBER 15, 1987

On December 14, 1987, at 7 p.m., the Transportation Commission and Executive Staff had dinner with the Economic Development Commission and staff at the Colonial House (5505 Commercial Street) in Salem. (Notice of the dinner had been made by press release to newspapers of local and general circulation throughout the state.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Robert Duvall, Member
Cynthia J. Ford, Member
Robert N. Bothman, Director of Transportation
Gary Potter, Director of Administration
John Elliott, Special Assistant to the Director, Office of Public Affairs
Joe Christian, Director of Financial Management
David Talbot, Administrator of Parks and Recreation Division
Paul Burket, Administrator of Aeronautics Division
Dennis Moore, Administrator of Public Transit Division
Larry W. Rulien, State Highway Engineer
Cam Gilmour, Manager, Program Section
Bob Royer, Planning Engineer
Paul Norris, Manager, Transportation Policy and Planning
Dave Williams, National Affairs Manager, Policy and Planning Section
Don Adams, Assistant State Highway Engineer, Project Development Branch
Dale Wilken, Division Administrator, Federal Highway Administration
Jack Graham, Manager, Administrative Services
Fran Neavoll, Commission Services
Mike Stinson, Legislative Fiscal Officer
Roland Casad, Budget Analyst, Executive Department

ECONOMIC DEVELOPMENT DEPARTMENT

Roger W. Smith, Chairman of Commission
Rob Miller, Vice Chairman of Commission
Michael Hereford, Commissioner
Dorinda Solheim, Commissioner
Dick Reiten, Director
Dave Lohman, Deputy Director
Duncan Wyse, Manager, Strategic Planning and Policy
Steve Petersen, Manager, Business Development Division
Bob Schumacher, Manager, Regional Strategies Unit
Mike Wetter, Regional Strategies Unit
George Wyatt, Strategic Planning
Lise Glancy, Strategic Planning

Chairman Hollern said the purpose of the dinner meeting was to get to know each other better and to improve communications since the work between the two Departments is so closely intertwined.

Chairman Smith said their Department was appreciative of the opportunity to meet together.

Dave Lohman said that the regional strategy program arose out of Governor Neil Goldschmidt's campaign due to identification of three problem areas:

- 1) There were regions in the State that were doing well and there were regions that were not doing well. Some had a negative growth rate while others were increasing. There was a need to manage a transition in those regions and a need for diversification.
- 2) There should be self-sustaining projects with a strategic focus.
- 3) There was a need for prioritization of projects.

Mr. Lohman said this regional strategy process should encourage Counties to think of their weaknesses and their strengths, to work with adjoining Counties so multi-regions can be formed, and to convince the State of the payback and long-term benefits.

George Wyatt said the regional strategies need to be in place by the next legislative session. He said they are working with the Counties as to how best they can strategize in such a way that deals with economic improvement. He mentioned that their Department is not making any commitment on the transportation funds, but will work with the Department in order to utilize the funds in the most effective way. He commented that in working with the Counties there are questions concerning accessing the funding process, tradeoff projects, and the stability of the Access Oregon Program.

Mr. Talbot explained that the Division is undertaking a long-range planning process to identify what Oregonians want their State Park System to look like in the year 2010. He said this 2010 Plan would fit very well with the regional strategies.

Mr. Burket said there is need for more scheduled air service throughout Oregon and he mentioned the State Aviation System Plan. He said a Task Force has been formed to work with the local agencies. He also mentioned there are no State funds to apply to regional strategies so will rely on Federal Funds.

Mr. Royer discussed the Roads Finance Study and Mr. Gilmour explained the Six-Year Highway Improvement Program process. He said the Commission had given direction to the staff to identify highways that tend to link to tourist areas for the Access Oregon Program. He felt that it was important that both Departments coordinate and work toward the development of the regional strategies so that they are compatible with the transportation strategies.

Mr. Moore discussed the transit strategies, the transit finance study report, stripper well funds, and the various public transit issues in the Portland area.

Mr. Lohman said he felt it was important that there be coordination with the local officials in developing the regional strategies and the Six-Year Highway Improvement Program, such as working with the same local officials.

In response to Mr. Lohman's question, Mr. Potter replied that a project is heavily considered if it is part of a regional strategy.

Chairman Smith suggested a joint letter or document from both Departments addressing all the questions and issues to be mailed to individuals working on the Six-Year Program and to individuals on the regional strategic planning mailing list. It was decided that Mr. Bothman, Mr. Reiten, and Mr. Williams would work on the joint policy statement.

There being no further discussion, the meeting adjourned at 10 p.m.

At 8 a.m., December 15, 1987, Commissioners Hollern, Whitty, Duvall, and Ford, along with staff, met in the Director's Office, 135 Transportation Building, in Salem for an agenda review.

Mr. Elliott handed the Commission photographs of the finalists' design of the license plate contest shown in a license plate holder. He said he would provide the Commission with a ballot, which should be completed and returned by December 31, in order to announce the winner at the January 20, 1988, Commission meeting. This procedure was agreeable to the Commission.

Mr. Bothman briefed the Commission on the recent AASHTO meeting in San Diego, in which Vice Chairman Whitty had also attended. He said the trend is to "look ahead". Two items discussed at the conference were discretionary funds and "pork barrel" projects.

Mr. Moomaw introduced Jeff Tainer, a loaned executive from US Bank in Portland. One of the recommendations from the Governor's Transition Team was to obtain the services of a loaned executive from the private enterprise. He said Mr. Tainer will conduct a six-month study on customer service and privatization with the objective of the study to lower costs and to better serve the public. Mr. Tainer will also contact other States who have used the private sector. Mr. Tainer was present and outlined for the Commission his background.

Mr. Moore said on the agenda is an item for the Commission's approval covering projects in the Small City and Rural Area Capital Assistance Program. He advised the Commission that 18 applications had been received and he discussed the reasons for rejection of several of the applications. (See pages 7534 and 7535.)

Mr. Burket reviewed the administrative rules which will be considered at the formal meeting. (See pages 7535 and 7536.)

Mr. Adams advised the Commission of the results of the public hearing held December 14, 1987, concerning amending the administrative rule to increase the prequalification filing fee from \$50 to \$100 for highway construction contractors. (See page 7539.)

Mr. Adams stated that it has been determined that there is a need to increase the consultant contract for reviewing the construction contract administration and dispute resolution processes from \$70,000 to a cost not to exceed \$125,000. (See page 7539.)

Mr. Adams reported that a settlement had been reached with Donald M. Drake Company in connection with the Greeley Avenue Connection to I-5 Section of the Pacific Highway in Multnomah County (Contract No. 9729). On the consent calendar for the Commission's approval is the increase in project authorization in the amount of \$618,900 and a claim settlement in the amount of \$540,000 will also be requested. (See page 7540.)

Mr. Adams said at the formal meeting there will be a request to renew the maintenance agreement with Intergraph Corporation covering the computer-aided design and drafting equipment at a cost of \$18,500 per month. Chairman Hollern asked for a return on investment analysis on the computer-aided design and drafting equipment and software program. (See page 7540.)

Mr. Christian reported that employees of Price Waterhouse are working with the Accounting Section personnel on Phase I of the temporary stabilization of the accounting system (STARS). Chairman Hollern said the Commission would like to tour this area of the Transportation Building following the formal meeting.

Mr. Bothman advised the Commission of the problems involving the Central City Plan in Portland and the feasibility of moving Interstate 5 and developing a park along the waterfront.

Mr. Gilmour mentioned that a copy of the Draft Preliminary 1989-94 Six-Year Highway Improvement Program (Draft #4) had been mailed to the Commission prior to the meeting. This draft incorporated changes requested at the November workshop in Astoria. He confirmed the Commission's attendance at the public meetings and the Program will now be printed for consideration at the public meetings.

The agenda review concluded at 9 a.m.

At 9 a.m., on December 15, 1987, the Oregon Transportation Commission held its regular monthly meeting in the Conference Room (122) of the Transportation Building in Salem. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Robert F. Duvall, Member
Cynthia J. Ford, Member
Robert N. Bothman, Director of Transportation
Gary Potter, Director of Administration
John Elliott, Special Assistant to the Director, Office of Public Affairs
Joe Christian, Director of Financial Management
David P. Moomaw, Administrator of Motor Vehicles Division
David Talbot, Administrator of Parks and Recreation Division
Paul Burket, Administrator of Aeronautics Division
Dennis Moore, Administrator of Public Transit Division
W. E. Schwartz, Assistant State Highway Engineer, Operations Branch
Don Adams, Assistant State Highway Engineer, Project Development Branch
James J. Gix, Region 3 Engineer
Rick Kuehn, Region 1 Engineer
Dale Wilken, Division Administrator, Federal Highway Administration
Jack Graham, Manager, Administrative Services
Fran Neavoll, Commission Services

There were other staff persons present.

Chairman Hollern called the meeting to order and stated that Commissioner Bolender was out of State.

Commissioner Duvall moved for approval of the following items on the consent calendar and the motion carried unanimously by the Commission:

- 1) Minutes of the following meetings:
 - a) Silver Falls Workshop on November 2, 3, and 4, 1987
 - b) November 16 and 17, 1987, in Astoria
- 2) Adopted resolution declaring necessity of certain real property for public purposes and authorizing condemnation. ("Real Property Condemnation Resolution No. 2793" in Commission's files, Salem.)
- 3) Authorized increases in project authorizations on the following contracts:
 - a) Contract No. 10,451, Rocky Butte-N.E. Multnomah Street (Unit 2) Section, East Portland Freeway, Multnomah County, in the amount of \$61,800 (14% increase).
 - b) Contract No. 10,278, Calapooya Creek Bridge Section, Garden Valley County Road, Douglas County, in the amount of \$35,400 (6.8% increase).
 - c) Contract No. 10,343, Daniels Creek Bridge Section, Stian Smith-Cutlip Road, Coos County, in the amount of \$25,900 (9.5% increase).
 - d) Contract No. 10,486, Farmington Highway at Rood Bridge in Washington County, in the amount of \$48,000 (30% increase).
 - e) Contract No. 9729, Greeley Avenue Connection to Interstate 5 Section, Pacific Highway, Multnomah County, in the amount of \$618,900 (6.7% increase) (See page 7540.)
- 4) Survey maps and adopted resolutions covering the following locations:
 - a) Klamath County Line-Drews Creek Road Section, Klamath Falls-Lakeview Highway, Lake County. ("Highway Corridor and Design Resolution No. 470" in Commission's files, Salem.)

(Continued on next page.)

- b) Mt. Hood-Long Prairie Road Section, Mt. Hood Highway, Hood River County. ("Highway Corridor and Design Resolution No. 471" in Commission's files, Salem.)

5) Adopted following revision of Oregon Route 140:

OREGON ROUTE 140

Over the Lake of the Woods Highway from its junction with the Crater Lake Highway ORE62, near White City, easterly to its junction with the Green Springs Highway, ORE66, southwest of Klamath Falls;

Thence easterly over the Green Springs Highway, (common with ORE66) to its junction with The Dalles-California Highway, US97;

Thence easterly over the South Klamath Falls Highway to its junction with the Klamath Falls-Malin Highway, ORE39, southeast of Klamath Falls;

Thence northerly over the Klamath Falls-Malin Highway (common with ORE39) to its junction with the Klamath Falls-Lakeview Highway southeast of Klamath Falls;

Thence easterly over the Klamath Falls-Lakeview Highway via Dairy, Beatty and Bly to its junction with the Fremont Highway, US395, in Lakeview;

Thence northerly over the Fremont Highway (common with US395) to its junction with the Warner Highway;

Thence southeasterly over the Warner Highway via Adel to the Nevada state line.

- 6) Amended Lane Transit District's operating assistance grant by increasing the budget by \$27,900 covering 18 months for local service in Junction City.

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission files in Salem.)

Chairman of Commission
Director of Transportation
State Highway Engineer
Assistant State Highway Engineer
Parks Administrator
Chief Counsel
Highway Controller

Exhibit A
Exhibit B
Exhibit C
Exhibit D
Exhibit E
Exhibit F
Exhibit G

The Commission unanimously confirmed their next meeting date of January 20, 1988, in Salem at 9 a.m., with a dinner the preceding evening. A tentative date for the following meeting was set by the Commission for February 15 and 16, 1988, in Portland. Mr. Bothman mentioned that the Governor has called a meeting on February 16, 1988, with all Commissions and Boards in Portland.

Mr. Bothman called on Ed Immel to update the Commission on the Jefferson Street Rail Line. Mr. Immel said the Jefferson Street Line, which runs from Portland to Lake Oswego, has been used for limited rail excursion service since September 12, 1987. He mentioned that this excursion has carried over 6,500 passengers between Portland and Lake Oswego. He advised the Commission of plans to apply for stripper well funds to be used as a 50 percent match toward the purchase of right of way for future rail transit use of the Rail Line. He said he would return to the Commission probably in May for approval of the release of those funds, pending approval by the Federal Courts to use those funds.

Mr. Bothman announced that Ed Immel had been presented at the American Association of State Highway and Transportation Officials conference in San Diego the 1987 President's Modal Award for Rail Transportation. He explained that this award recognizes exemplary service performed by State employees who benefit any one of six transportation modes on either a regional or national basis. Mr. Immel has worked on rail projects in the Willamette Valley, Lake County, the Tillamook Branch, and the Burns Branchline. The Commission congratulated Mr. Immel on this award.

Mr. Moore asked Victor Dodier, Program Manager for the Small City and Rural Area Capital Assistance Program, to explain their request. Mr. Dodier said this Program provides capital matching grants to meet the needs of public transportation systems outside of the Portland, Salem, Eugene, and Medford urbanized areas. The grants will contribute 100% of capital projects cost; Federal Funds provide 80% of the needed funding. The 20% local matching funds will be provided by money derived from oil overcharge settlements ("stripper well"). He mentioned that the Division had received 18 applications including 43 projects totalling \$3.7 million. He explained that the staff reviewed the requests according to the Commission's Standards and Criteria and the projects were ranked to determine which could be funded. He requested the following action:

- 1) Approve the Small City and Rural Area capital assistance projects shown on the next page.

(Continued on next page.)

- 2) Grant authority for the Division to apply to the U. S. Department of Energy and the U. S. District Court for the District of Kansas for the "stripper well" money needed to meet local match requirements.
- 3) Grant authority to the Division to enter into grant agreements with local governments for both Federal Section 18 and "stripper well" local match funds.

Commissioner Ford moved for approval of the requests and the motion carried unanimously by the Commission. The projects approved by the Commission are shown below:

Applicant	Project	Amount
City of Albany	Purchase a lift-equipped van	\$ 21,000
	Replace a wheelchair lift	16,000
City of Astoria	Install five passenger shelters	15,000
Baker County	Build a bus/van storage building	\$5,000
Basin Transit Service	Replace four buses	600,000
Columbia County	Replace a modified van	42,500
	Replace three mobile radio units	3,000
	Replace four vans	65,000
	Install a brake retarder	4,000
	Install three passenger shelters	7,500
City of Florence	Purchase two modified vans & radio system	47,500
	Install four passenger shelters	10,000
Hood River County	Purchase a modified lift van & mobile radio system	27,500
	Telephone system	1,500
City of La Grande	Purchase two sedans / radio system for taxi	25,500
Lane Transit District	Purchase three buses	450,000
	Rebuild the transit station at Lane Community College	120,000
Marion County	Purchase a paratransit bus	44,800
Morrow County	Purchase two vans or a small bus and a mobile radio system	\$ 45,000
Newport	Install two brake retarders	\$ 7,600
Rogue Valley	Build downtown Medford transfer center	200,000
Tri-Met	Replace three paratransit buses	120,000
Wallowa County	Purchase a 4-wheel drive minivan and mobile radio	<u>16,000</u>
Total requests		<u>\$1,944,400</u>
Section 18 (80%)		\$1,555,520
Required local share (20%)		\$ 388,880

Mr. Burket requested action on three administrative rules. Commissioner Duvall moved for approval of the following rules and the motion carried unanimously. The Commission action follows:

- 1) Amended OAR 738-30-010 to OAR 738-30-025 regarding commercial activity on State-owned airports. (Temporary rule adopted September 15, 1987.) Notice of proposed rule was published in the Secretary of State's Administrative Rule Bulletin on November 15, 1987. No comments or requests for a hearing were received. Permanent rule was filed with the Secretary of State on December 15, 1987, and will be published in their Bulletin. (See "Aeronautics Administrative Rule No. 4C" in Commission's files, Salem.)

- 2) Amended OAR 738-60-030 and OAR 738-60-050 regarding aircraft dealer's license. Notice of the proposed rule was published in the Secretary of State's Administrative Rule Bulletin on November 15, 1987. No comments or requests for a hearing were received. Permanent rule was filed with the Secretary of State on December 15, 1987, and will be published in their Bulletin. (See "Aeronautics Administrative Rule No. 8A" in Commission's files, Salem.)
- 3) Adopted permanent rule entitled "Notice to Airport Owners of Public Hearing on Request for Land Use Permit or Zone Change". Notice of the proposed rule was published in the Secretary of State's Administrative Rule Bulletin on November 15, 1987. No comments or requests for a hearing were received. Permanent rule was filed with the Secretary of State on December 15, 1987, and will be published in their Bulletin. (See "Aeronautics Administrative Rule No. 11" in Commission's files, Salem.)

Mr. Talbot asked Steve Johansen to review the proposed rule changes relating to park user fees for the 1988 season. Mr. Johansen said the most significant change is a \$1 general camping fee increase for the summer months (May through September). He said this increase will generate an additional \$580,000 in revenues during the current biennium. This additional revenue is necessary to recover the \$550,000 lost with elimination of the \$2 nonresident camping fee on January 1, 1988. He reviewed by use of flipcharts the proposed changes in miscellaneous camping fees and day use fees. He displayed a chart of other State Park Systems and said Oregon's rates are comparable with other Western States. He asked for the Commission's authority to proceed with the administrative rule process. It is planned to come back to the Commission for final approval in April with implementation in May 1988. Commissioner Duvall asked if it would be a good idea to double the fee increase and use that money for improving the park. Mr. Talbot said it has been the Division's policy to hold down the rates to encourage public use. Following discussion of the increase in fees, Vice Chairman Whitty moved for approval to proceed with the administrative rule procedures process and the motion carried unanimously by the Commission.

Mr. Talbot recalled that at the last Commission meeting members were appointed to the 2010 Plan Committee to look at Parks' long-range planning efforts. At that time it was decided to select a representative from Eastern Oregon. He recommended Sandra Lazinka, a recent appointee to the Parks and Recreation Advisory Committee. Commissioner Ford moved for appointment and the motion carried unanimously.

Mr. Talbot stated that at the October Legislative Emergency Board funds had been allocated to the Division to conduct studies at existing or proposed state parks. He requested approval to enter into three personal service contracts with consultants in the amount of \$47,500 each for the following studies:

- 1) Klein Consulting Engineers of Forest Grove for a parks feasibility study of the Banks-Vernonia Linear Park.
- 2) Robert Perron Landscape Architects of Portland to study the use of land along the Willamette River near Albany, known as Bowers Rocks.
- 3) Cameron and McCarthy Landscape Architect of Eugene to conduct a feasibility study for development of the historic original townsite at Champoeig State Park.

Commissioner Duvall moved for approval of the contracts and granted authority to the State Parks Administrator to sign the contracts on behalf of the Commission. The motion carried unanimously by the Commission.

In the absence of Larry Rulien, Mr. Adams presented for the Commission's consideration the 1988 Special City Allotment Program. He explained that this Program provides certain highway funds be allocated for work on city streets, not on the highway system, within cities of less than 5,000 population. The maximum amount for any one project is \$25,000. The streets must show excessive wear through sudden increases in population in the area, or heavy and unusual traffic. Commissioner Duvall moved for approval of the following Program and the motion carried unanimously. The Commission also authorized the State Highway Engineer to sign the necessary agreements.

1988 SPECIAL CITY ALLOTMENT PROGRAM

CITY	STREET	TYPE OF WORK	SCA	CITY	TOTAL
Adams	Commercial St. (Main St.-Wild Horse Cr.)	Resurface	\$ 25,000	\$ 1,310	\$ 26,310
Aumsville	Church St. (5th St.-11th St.) Cleveland St. (5th St.-11th St.)	Resurface	25,000	41,576	66,576
Burns	Railroad Ave. (Broadway St.-Jackson St.)	Surface	25,000	7,910	32,910
Columbia City	8th St. ("E" St.-"H" St.)	Surface	25,000	---	25,000
Coquille	East 6th St. (Adams St.-Collier St.)	Resurface	25,000	45,000	70,000
Culver	"D" St. (6th St.-1st St.)	Reconstruct & Resurface	25,000	2,500	27,500
Eagle Point	Leto & Linn St. (70' W. Buchanan Intersec.-100' E. of Post Office)	Reconstruct & Resurface	25,000	5,000	30,000
Falls City	Fairoaks St. (Ellis St.-5th St.)	Resurface	25,000	---	25,000
Fossil	Washington St. (1st St.-Hwy. 19)	Resurface	24,620	---	24,620
Gates	Sorbin Ave. (Louise St.-Moreb St.) Louise St. (Central Ave.-Dogwood Dr.)	Resurface, Widen & Surface	25,000	940	25,940
Gold Beach	Millcrest St. (Moore St.-2nd St.)	Resurface, Widen & Surface	25,000	33,200	58,200
Gold Hill	6th Ave. (10th St.-7th St.)	Resurface	22,000	---	22,000

1988 SPECIAL CITY ALLOTMENT PROGRAM
(Continued)

CITY	STREET	TYPE OF WORK	SCA	CITY	TOTAL
Grass Valley	2nd St. (North St.-South St.) North St. (2nd St.-4th St.)	Resurface, Widen & Surface	\$ 25,000	\$ ---	\$ 25,000
Hammond	Harbor Dr./Iredale St. (Lake Dr.- Pacific Dr.)	Resurface, Widen & Surface	25,000	---	25,000
Independence	Gun Club Rd. (Picture St.-H. Fk Ash Cr. Bridge)	Resurface, Widen & Surface	25,000	36,100	61,100
Ione	Spring St. (Main St.-Willow Cr. Br.)	Resurface	23,430	---	23,430
Jefferson	2nd St. (Columbia St.-Greenwood St.) Greenwood St. (Main St.-2nd St.) Columbia St. (2nd St.-150' E. & 300' between 3rd St.-5th St.)	Resurface & Surface	25,000	42,400	67,400
Jordan Valley	Iowa Ave. (Bassett St.-Marshal St.)	Surface	20,000	---	20,000
Lowell	"D" St. (6th St.-4th St.)	Resurface	25,000	190	25,190
Manzanita	Manzanita Ave. (N. Carmel St.- Division St.)	Resurface	25,000	1,000	26,000
Merrill	3rd St. (Main St.-Roosevelt St.)	Resurface	25,000	1,410	26,410
Molalla	Section St. (Molalla Ave.-Arison Mill)	Resurface	25,000	5,644	30,644
Mt. Angel	Garfield St. (Taylor St.-Charles St.) Taylor St. (Main St.-Cleveland St.)	Resurface, Widen & Surface	\$ 25,000	\$ 94,700	\$ 119,700
Reedsport	Frontage Rd. (22nd St.-Ranch Rd.)	Resurface	25,000	15,000	40,000
Scotts Mills	"D" St. (1st St.-3rd St.)	Resurface, Widen & Surface	20,000	---	20,000
Shady Cove	Chaparral Dr. (Madrone St.-Crater Lake Hwy.)	Surface	12,900	---	12,900
Siletz	S.W. Swan Ave. (Butler St.-Guthrie St.)	Surface	25,000	4,810	29,810
Spray	Thorn St. (Pine St.-S. End)	Resurface	25,000	8,100	33,100
Union	Bellwood St. (Br. over Catherine Cr.)	Structure	17,400 (STATE) (FHWA) 139,200	17,400	174,000
Vernonia	Bridge St. (Lincoln Elem. School- Rose Ave.)	Resurface	25,000	3,000	28,000
Willamina	"D" St. (Main St.-Yamhill St.)	Resurface	25,000	5,775	30,775
Yoncalla	Mayhurst/Applegate Rd. (W.C.L.-Front St.)	Resurface	25,000	15,000	40,000
TOTALS			\$760,350	\$373,585	\$1,133,935
			(State) \$ 17,400 (FHWA) \$139,200		

Mr. Adams requested approval of the following Bikeway Program Local Assistance Projects for funding in Fiscal Year 1989 (Federal Fiscal Year 1988) by adding the projects to the Six-Year Highway Improvement Program. He explained that these projects are funded under the requirement that one percent of highway funds be dedicated to bikeways. Vice Chairman Whitty moved for approval of the projects and the motion carried unanimously by the Commission. The Commission also authorized the State Highway Engineer to sign the necessary agreements.

(Continued on next page.)

SECTION:	Ashland City Limits - Highway 66
ROAD:	East Main Street
APPLICANT:	Jackson County
COST EST:	\$50,000
SECTION:	Citywide Bicycle Route Signing
ROAD:	Various
APPLICANT:	City of Newberg
COST EST:	\$6,800
SECTION:	Madrona Avenue - Ewald Avenue
ROAD:	Pringle
APPLICANT:	City of Salem
COST EST:	\$50,000
SECTION:	Pacific Highway - 98th Avenue
ROAD:	McDonald Street
APPLICANT:	City of Tigard
COST EST:	\$24,800
SECTION:	Ecole Avenue - Westfield Avenue
ROAD:	Walker
APPLICANT:	Washington County
COST EST:	\$50,000

Mr. Adams stated that a hearing had been held on December 14, 1987, to receive comments on the proposed amendment of an administrative rule, which would increase the contractor prequalification filing fee from \$50 to \$100, effective January 1, 1988. He explained that this increase was authorized by House Bill 3364 in the 1987 Legislature. The fee increase will be used by the Executive Department to cover part of the administrative cost of certifying minority and women-owned businesses. Notice of the proposed revision to the rule was published in the Secretary of State's Administrative Rule Bulletin on December 1, 1987. Two individuals testified at the hearing and the Hearings Officer recommended that the Department proceed with the fee increase. Vice Chairman Whitty moved for approval of the fee increase by amending OAR 734-10-005. The motion carried unanimously by the Commission. The rule will be published in the Secretary of State's Administrative Rule Bulletin on January 1, 1988, effective that day. (See "Miscellaneous Rule No. 79G" in Commission's files, Salem.)

Mr. Adams requested authority to increase the amount of a contract for a consulting firm from \$70,000 to \$125,000 to make an objective review of the contract construction administration and dispute resolution processes. The Commission at the August 1987 meeting had authorized \$70,000 and after interviewing the consultants, it was determined that additional funding would be needed. Commissioner Ford moved for approval and the motion carried unanimously. The Commission also authorized the State Highway Engineer to sign the contract.

Mr. Adams said the Commission on the consent calendar had approved an increase in project authorization in the amount of \$618,900 on the Greeley Avenue Connection to Interstate 5 Section of the Pacific Highway in Multnomah County (Contract No. 9729). He said a claim was filed on the contract and a settlement has been negotiated at \$540,000. This will settle all claims arising under this contract. Vice Chairman Whitty moved for approval of the claim settlement with Donald M. Drake Company and the motion carried unanimously by the Commission. The State Highway Engineer was authorized to sign a supplement to the Price Agreement (Document entitled Settlement and Payment Agreement attached to Price Agreement No. 56 in Commission files, Salem).

Mr. Adams requested renewal of a maintenance contract with Intergraph Corporation for the computer-aided design and drafting equipment and software at a cost of \$18,500 per month. Commissioner Duvall moved for approval and the motion carried unanimously. The Commission also authorized the State Highway Engineer to sign the contract. (Agreement expires October 1, 1988.)

Mayor Wilbur Ternyik of Florence was present to discuss the Six-Year Highway Improvement Program and specifically the Access Oregon Routes. They asked for consideration that the Florence-Eugene Highway (Highway 126) be added to the Access Oregon Routes. He presented a map of Oregon and he discussed the various State Parks and tourist attractions close to Florence. He handed the Commission a brochure entitled "Discover Florence". (Map and brochure in Commission's files, Salem.) He said their City wants to be a part of the Oregon Comeback but they are heavily dependent on the tourist industry.

Zane Ziemer from the Port of Siuslaw said it was essential that this highway be included as the community has put forth a great deal of effort in attracting tourists and in economic development. He referred to the brochure, which was a joint venture between the Port of Siuslaw, City of Florence, and the Chamber of Commerce. He also mentioned that the Federal Government has just spent \$30 million on rebuilding the jetty system at the north of the Siuslaw.

Chairman Hollern advised the delegation that public meetings will be held in Newport on March 8, 1988, concerning the Six-Year Highway Improvement Program and to present this information at that time.

There being no further business to consider, Chairman Hollern adjourned the formal meeting at 9:55 a.m.

The Commission then toured the Highway Accounting Section of the Transportation Building in Salem.

December 15, 1987

- 7540 -

At 10:25 a.m., the Commission held a workshop in the Large Conference Room, Transportation Building, Salem, concerning the Columbia River Highway. The same persons were present as at the formal meeting.

By way of introduction, the Columbia River Gorge National Scenic Area was created by Federal Legislation in 1986. The law provided for a partnership of Federal, State and local agencies to develop plans for the protection and management of the Gorge. Mr. Talbot said the law provided for a study and authorized \$2.8 million for the Old Columbia River Highway. As a result of that, a joint study was conducted of the Historic Columbia River Highway showing its scenic, recreation and economic development potential.

Lewis L. McArthur, Chair of the Citizen's Advisory Committee, who had participated in the study, was present. He said it was prudent of Mr. Rulien and Mr. Talbot to initiate this study and he thanked all the persons who worked on the study.

Nancy Gronowski of the Parks Division said the highway is about 75 miles long starting in Troutdale and goes to The Dalles; but the Warrendale-Dodson Interchange to Mosier/Hood River Area is not a driveable highway. This section was studied in terms of trying to find ways to establish recreation trails for hikers, bikers, and handicapped people. This was a six-month study conducted by the Parks and Highway Divisions, in cooperation with the Citizen's Advisory Committee and the assistance of numerous interested citizens and various agencies. Three public meetings were conducted. The study report recommends as a first-step the development of footpaths and hiking trails. Slides of the historic highway were shown by Jeanette Kloos of the Environmental Section.

Ms. Gronowski said the study report contains maps of the highway, study summary, history and description of the Gorge, issues, management, opportunities, conclusions, priority projects, funding, and recommendations for future work. (Study report in Commission's files, Salem.)

Mr. McArthur outlined the three following recommendations:

- 1) Open the Mosier Twin Tunnels from Hood River to Mosier.
- 2) A list of volunteer projects is needed that can be completed with a minimum amount of supervision and equipment.
- 3) A traffic management study on the west end.

(Continued on next page.)

Mr. McArthur mentioned the potential conflicts in the report:

- 1) Traffic management. What will happen to traffic on the west end (the section from Larch Mountain Road to Dodson)?
- 2) Vegetation management.
- 3) Signing.

Mr. Talbot asked the Commission to review the study report and he will be asking for their approval at the next meeting.

The workshop adjourned at 10:59 a.m.

At 11 a.m., a workshop was held in the Conference Room with the same persons present as at the formal meeting. Commissioner Duvall left the meeting at this time and Judy Gregory, Personnel Manager, joined the workshop.

The purpose of the workshop was to hear the staff's report on the program strategies that were developed as a result of the Silver Falls Workshop on November 2, 3, and 4, 1987.

Mr. Adams, by use of flipcharts, began by discussing the investment management strategy. His remarks are summarized as follows:

- 1) The purpose of the investment management strategy is to develop a strategy that surfaces options so policymakers can make decisions to evaluate funding and expenditure opportunities at the appropriate levels.
- 2) Resources are allocated by management reports, cost benefits, complaints, expected or current growth patterns, and goals.
- 3) The methods used for decisions are studies, technical reports and reviews, public process, political considerations, available resources, and commitments made.
- 4) Questions for consideration: Are the processes effective; is the agency moving closer to the goal; are they consistent with the shared vision; are sound decisions made; are revenues spent in the right place; how do services compare; what is the citizen feedback; how can revenues be improved to finance growth; and is privatization an issue?

Mr. Adams displayed a chart which indicated three processes: spending it right; decision process effectiveness; and better financing. The Commission decided that better financing should be a separate issue and should not be included in the three processes. He also outlined the broad decision tradeoffs for all Divisions. He displayed a chart entitled "Decision Arenas" as it relates to planning and implementation for each Division. There was discussion concerning planning as it relates to the budget and whether planning should be removed from this process.

Mr. Adams outlined the funds collected for the Divisions and he also mentioned the imposed guidance in the budget process. There was discussion concerning the question: Are funds being spent in the right places and are funds being spent as efficiently as possible? The issue of privatization was discussed also. Vice Chairman Whitty said there was a need to surface the alternatives; a need for a means of identifying the choice points where decisions are made or not made. He also expressed concern for a long-range plan for other than highway facilities, such as maintenance facilities. Mr. Adams said the staff would put together a process as discussed and add more specific details, such as capital improvements, service levels, maintenance preservation, equipment fleet, etc. (Flip-charts used are in written form in Commission's files, Salem.)

The Commission adjourned for lunch at 12:05 p.m.

At 1:35 p.m., the workshop reconvened with Mr. Potter outlining the transportation strategy. By use of flipcharts, he discussed the shared vision concept as to transportation in Oregon in the year 2010. He said the goal of the Transportation Plan is to determine the most appropriate long-range strategies for developing and managing Oregon's transportation infrastructure in order to support economic efficiency, orderly economic development, safety, and environmental quality.

Mr. Potter said the Plan must be:

- 1) Comprehensive.
- 2) Pro-active; intended to produce change.
- 3) A partnership with State-local; public-private; and public participation.

(Continued on next page.)

Mr. Potter outlined the five major elements of the planning process:

- 1) Definition of the work scope.
- 2) Futures process.
- 3) Partnership process with advisory committees and regional meetings. (Mr. Bothman suggested including the private sector on the partnership process.)
- 4) Prioritization of issues and decision process.
- 5) Implementation.

Mr. Potter outlined the schedule, with a Plan to be adopted by the Commission in December 1988. There was discussion concerning a "futures workshop". Mr. Potter said he envisioned this to be a strategic planning document, 10 pages or less, in outline form. (Flipcharts used are in written form in Commission's files, Salem.) The Commission was agreeable to his course of action for the Plan.

Mr. Christian began by saying there was a need to improve internal audits and he discussed three improvement areas:

- 1) Formation of a new audit committee.
- 2) Audit program improvements including "risk" evaluations; follow-up of audits; and survey of "hot-spots".
- 3) Combined internal audits with external audit program.

Mr. Christian discussed the financial management system improvements. He said Price Waterhouse is into Phase I of the stabilization of the STARS System and he handed the Commission a progress report which lists the five major objectives of Phase I. (Document in Commission's files, Salem.)

Mr. Christian discussed management reporting, such as the Cash Flow Management Report and the Critical Success Factors Report. Copies of the Reports were handed to the Commission. (Copies in Commission's files, Salem.) Chairman Hollern indicated that he was interested in receiving this document.

Mr. Christian said the Phase II decision can be made by June 1988 and possibly earlier.

December 15, 1987

- 7544 -

Ms. Gregory outlined the major goals for the personnel management strategy as recruitment and selection, information systems, employee development, and work environment. Due to the high amount of workers' compensation claims, Chairman Hollern suggested that the Department set a goal per dollar of the worker compensation claims. Mr. Bothman suggested that it be included in the critical success factor report. She said the end product of this strategy will be new policies and procedures, reports, courses, better managers, and more motivated, productive employees to better serve the citizens of Oregon. She felt this could be accomplished within two years with the appropriate resources. The Commission felt that an incentive program needs to be included for employee wellness (use of the sick leave benefit). (Flipcharts used are in written form in Commission's files, Salem.)

Mr. Elliott reviewed that at the Silver Falls Workshop the Commission expressed concern with constituency relations, political strategy, public information, the need for external and internal communications, and the need to be informed about problem areas. He said the Commission also wanted to be able to respond to complaints. There was a feeling that the Commission has a direct interface with the public and there was a need to know what is going on within the Department. He outlined who the Department and Commission should be talking to and the process of the strategy. There was discussion about surveying Oregonians and employees about attitudes, perceptions, and knowledge of the Department's mission. The Commission agreed to the survey but suggested that it not be done immediately.

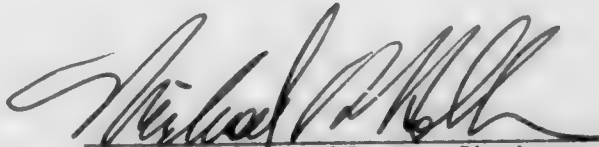
Mr. Elliott also discussed the following activities:

- 1) Launch an aggressive community involvement.
- 2) Expand "good neighbor" efforts such as Radio Help, Park Hosts, etc.
- 3) Explore non-traditional methods of communication.
- 4) Build communication into core training.
- 5) Explore concept of decentralized information/community relations personnel.


(Flipcharts used by Mr. Elliott are in written form in Commission's files, Salem.)

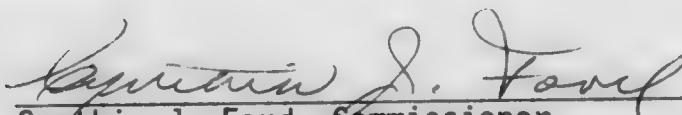
There was discussion concerning the need for meeting with legislators to brief them on transportation issues.

There being no other items to discuss, the workshop adjourned at 3:11 p.m.

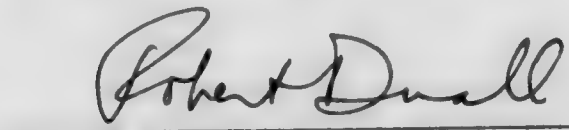

Michael P. Hollern, Chairman


John Whitty, Vice Chairman


David F. Bolender, Commissioner


Cynthia J. Ford, Commissioner


Commission Services


Robert F. Duvall, Commissioner

MINUTES OF 12/15/87

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project Klamath County Line-Drews Creek Road Section
Type of Work Grading, Paving, and Signing F.A. Proj. No. (Contract No. 10,513)
FLH-F-48(8)
County Lake Highway Klamath Falls-Lakeview
No. of Bidders 11 Low Bidder Industrial Constr. Corp., dba Industrial
Constr. Corp. of OR, Missoula, MT
Low Bid \$4,786,883.06

Engineer's Recommendation: Award to low DBE/WBE responsive bidder subject to concurrence of the FHWA.

2nd Bidder:	Kiewit Pacific Co., Vancouver, WA	\$ 5,062,562.20
3rd Bidder:	Tri-State Construction, Inc., Bellevue, WA	\$ 5,086,505.30

No. 2 Project 6th Street-5th Street (Oregon City)
Type of work Grading, Paving, and Traffic Signals F.A. Proj. No. (Contract No. 10,514)
RRP-9565(19)
County Clackamas Highway Oswego
No. of Bidders 4 Low Bidder Benton Electric, Inc., Albany
Low Bid - \$ 127,702.00

Engineer's Recommendation: Award to low bidder subject to concurrence of the FHWA.

No. 3 Project Kokeel Kanu Klub Slide Section
Type of Work Slide Correction F.A. Proj. No. (Contract No. 10,515)
RS-A396(4)
County Coos Highway FAS A396 (County Road)
No. of Bidders 7 Low Bidder Huffman & Wright Logging Co., Canyonville
Low Bid \$ 182,564.50

Engineer's Recommendation: Award to low DBE/WBE responsive bidder subject to concurrence of Coos County, and receipt of deposit by the County.

2nd Bidder:	Johnson Rock Products, Inc., North Bend	\$ 217,826.63
3rd Bidder:	Bracelin-Yeager Excavating & Trucking, Inc., Coos Bay	\$ 239,318.75

APPROVED BY CHAIRMAN
MICHAEL F. HOLLERN

Date 11-27-87

MINUTES OF A
12/15/87

No. 4 Project Powell Butte Junction-Arnold Ice Cave Road Section
Type of Work Grading, Paving, Structure, and Signing (Contract No. 10,425)
F.A. Proj. No. F-21-3(20)
County Deschutes Highway Central Oregon
No. of Bidders 3 Low Bidder J.C. Compton Contractor, Inc., Mc Minnville
Alt. A
Low Bid \$5,566,209.60

Engineer's Recommendation: Award to low DBE/WBE responsive bidder subject to concurrence of the FHWA.

2nd Bidder: Kiewit Pacific Co., Vancouver, WA	\$5,684,859.00
3rd Bidder: Fabricators, Inc., Salem	\$6,381,931.60

No. 5 Project Sams Valley Highway Junction-Shady Cove South Unit Section
Type of Work Grading, Paving, and Signing (Contract No. 10,517)
F.A. Proj. No. F-13(17)
County Jackson Highway Crater Lake
No. of Bidders 5 Low Bidder M.C. Lininger & Sons, Inc., Medford
Low Bid \$1,438,203.65

Engineer's Recommendation: Award to low DBE/WBE responsive bidder subject to concurrence of the FHWA.

2nd Bidder: Tru-Mix Construction Company, Medford	\$1,644,517.75
3rd Bidder: Fabricators, Inc., Salem	\$1,718,097.00

No. 6 Project Juniper Ridge-Monroe Lane
Type of Work Grading and Paving (Contract No. 10,518)
F.A. Proj. No. State
County Jefferson Highway The Dalles-California
No. of Bidders 7 Low Bidder R.L. Coats, Bend
Low Bid \$ 520,120.00

Engineer's Recommendation: Award to low DBE/WBE responsive bidder.

2nd Bidder: Mocon Corporation, Salem	\$ 533,893.20
3rd Bidder: Fabricators, Inc., Salem	\$ 619,740.60

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 10-29-87

A
MINUTES OF 12/15/87

No. 7 Project Bertelsen Road-Pacific Highway West (Eugene)
Type of Work Grading, Paving, and Traffic Signals F.A. Proj. No. (Contract No. 10,519)
County Lane Highway Roosevelt Boulevard
No. of Bidders 4 Low Bidder Wildish Corvallis Construction Co., Eugene
Low Bid \$ 592,295.25

Engineer's Recommendation: Award to low DBE/WBE responsive bidder subject to concurrence of the City of Eugene and the FHWA, and receipt of deposit by the City.

2nd Bidder: Mocon Corporation, Salem \$ 634,635.50
3rd Bidder: Delta Sand & Gravel Co. & BABB Constr., \$ 657,450.30
dba Delta Constr. Co., Eugene

No. 8 Project Willamette River-20th Street (Springfield) Section
Type of Work Grading, Paving, Signing, Illumination Signals, and Landsc. F.A. Proj. No. (Contract No. 10,520)
County Lane Highway McKenzie
No. of Bidders 3 Low Bidder Wildish Corvallis Construction Co., Eugene
Low Bid \$ 2,454,646.50

Engineer's Recommendation: Award to low DBE/WBE responsive bidder subject to concurrence of the City of Springfield and the FHWA, and receipt of deposit by the City.

2nd Bidder: Eugene Sand & Gravel, Inc., Eugene \$2,746,285.75
3rd Bidder: Delta Sand & Gravel Co. & BABB Constr., \$2,841,546.79
dba Delta Constr. Co., Eugene

No. 9 Project Greeley, Rockville, & Tiffen Bridges (Contract No. 10,521)
Type of Work Grading, Base, and Structures F.A. Proj. No. RS-B483(3), and BROS-2300(22)
County Malheur Highway Succor Creek & McBride Road (County Roads)
No. of Bidders 4 Low Bidder Tidewater Contractors, Inc., Brookings
Low Bid \$ 281,719.50

Engineer's Recommendation: Award to low DBE/WBE responsive bidder subject to concurrence of Malheur County and the FHWA, and receipt of deposit by the County.

2nd Bidder: Stach Construction Co., Inc. & \$ 287,054.00
Stach Equipment, Inc., AJV, Grants Pass
3rd Bidder: A&R Construction, Inc., dba Laco \$ 327,654.00
Construction, Lewiston, ID

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 10-29-87

A
MINUTES OF 12/15/87

No. 10 Project "S" Curves-Settlemeir Avenue (Woodburn)
(Contract No. 10,522)
Type of Work Grading, Paving, and
Signing F.A. Proj. No. F-75(21)
County Marion Highway Hillsboro-Silverton
No. of Bidders 10 Low Bidder Mocon Corporation, Salem
Low Bid \$ 362,635.00

Engineer's Recommendation: Award to low DBE/WBE responsive bidder subject to concurrence of the FHWA.

2nd Bidder:	Morse Bros., Inc., Lebanon	\$ 386,174.00
3rd Bidder:	River Bend Sand & Gravel Co., dba Salem Road & Driveway, Salem	\$ 401,845.50

No. 11 Project West Fork Salt Creek (Brown Road) Bridges
(Contract No. 10,523)
Type of Work Grading, Paving, and
Structures F.A. Proj. No. BROS-2700(9)
County Polk Highway Brown Road
No. of Bidders 12 Low Bidder Holm II, Inc., Stayton
Low Bid \$ 257,248.00

Engineer's Recommendation: Award to low DBE/WBE responsive bidder subject to concurrence of Polk County and the FHWA, and receipt of deposit by the County.

2nd Bidder:	West Coast Structures, Clackamas	\$ 259,500.00
3rd Bidder:	Tri-State Construction, Inc., Bellevue, WA	\$ 298,599.00

No. 12 Project Glencoe Road-Helvetia Road
(Contract No. 10,524)
Type of Work Paving F.A. Proj. No. F-27-2(33)
County Washington Highway Sunset
No. of Bidders 6 Low Bidder Lakeside Industries, Bellevue, WA
Low Bid \$ 1,209,005.25

Engineer's Recommendation: Award to low DBE/WBE responsive bidder subject to concurrence of the FHWA.

2nd Bidder:	Baker Rock Crushing Co., Beaverton	\$1,254,892.00
3rd Bidder:	Roy L. Houck Construction Company, Salem	\$1,262,561.50

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN

Date 10-29-87 & Job # 10 on 11/4/87

A
MINUTES OF 12/15/87

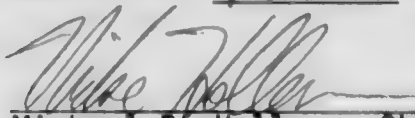
No. 13 Project Tigard East Shopping Center (Contract No. 10,525)
Type of Work Traffic Signal F.A. Proj. No. State
County Washington Highway Pacific Highway West
No. of Bidders 7 Low Bidder Tice Electric Co., Portland
Low Bid \$ 84,700.00
Engineer's Recommendation: Award to low bidder.

No. 14 Project Spray Slide Section (Contract No. 10,526)
Type of Work Slide Correction F.A. Proj. No. F-6(20)
County Wheeler Highway John Day
No. of Bidders 25 Low Bidder Mocon Corp., Salem
Low Bid \$ 173,632.50
Engineer's Recommendation: Award to low bidder subject to concurrence of the FHWA.

On October 29, 1987, (except Jobs 10 and 14) I accepted the State Highway Engineer's recommendations for award of the projects on which bids were received on October 22, 1987, and authorized him to sign the contracts when conditions for awards have been met. On Jobs 1, 3, 4, 5, 6, 7, 8, 9, 11 and 12 if the low bidder fails to meet the requirements for the disadvantaged-woman business enterprises, award will be made to next lowest responsive bidder pending DBE/WBE review and cost justification.

On November 4, 1987, on Jobs 10 and 14 I accepted the State Highway Engineer's recommendations for award of the projects on which bids were received on October 22, 1987, and authorized him to sign the contracts when conditions for awards have been met. On Job 10 if the low bidder fails to meet the requirements for the disadvantaged-woman business enterprises, award will be made to next lowest responsive bidder pending DBE/WBE review and cost justification.

Dated this 19TH day of December 1987



Michael P. Hollern, Chairman
OREGON TRANSPORTATION COMMISSION

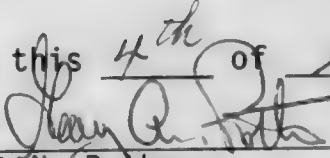
EXHIBIT B
MINUTES OF 12/15/87

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved all the actions listed below and report this action for your official records:

- 1) On October 25, 1987, approved an amendment to a personal service contract with The Richard-Rogers Group (Roger Tunks) to conduct additional "Managing Excellence" workshops from 1:00 p.m. to 5:00 p.m. on January 8, 15, 22 and 29, 1988, at a cost not to exceed \$1,450 plus \$25 for each student over the class limit of 25.
- 2) On October 28, 1987, approved an intergovernmental service agreement with Chemeketa Community College to conduct one four-day Mid-Level Managers workshop beginning November 30, 1987, through December 4, 1987, at a cost not to exceed \$2,200.

Dated this 4th of December, 1987


for Robert N. Bothman
Director of Transportation

12-3-87

C

TO: Oregon Transportation Commission MINUTES OF 12/15/87

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I took the following actions and report this for your official records:

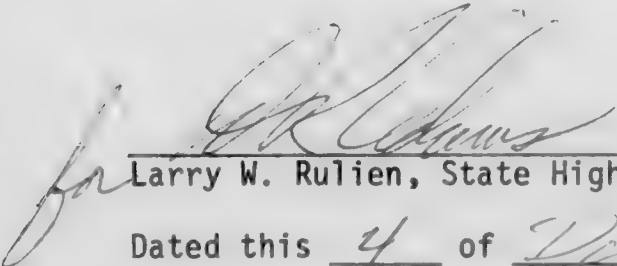
- 1) On October 19, 1987, signed a personal service contract with Cooper Consultants, Inc. for preliminary engineering services on the O'Neil Jct.-N.C.L. Redmond Section of The Dalles-California Highway in Deschutes County at a fixed price of \$38,762.90. Time Period: 110 calendar days. (Approved by Transportation Commission on July 31, 1984.)
- 2) On October 27, 1987, signed Supplemental Agreement No. 4 with CH2M Hill Northwest, Inc. for engineering services on the Greeley Ramp-North Banfield Interchange Section of the Pacific Highway in Multnomah County. This supplement increases the calendar days by 30 for a new total of 583. (Original agreement approved by Transportation Commission on March 20, 1984. W. E. Schwartz signed for State Highway Engineer.)
- 3) On October 28, 1987, signed Supplemental Agreement No. 1 with Gail Ossowski for the production of one art piece to be placed in the new East Portland DMV Drive Test Center. This supplement extends the completion date from October 31, 1987, through December 31, 1987. (Original agreement approved by Chairman Hollern on July 23, 1987. Signed by W. E. Schwartz for State Highway Engineer.)
- 4) On November 10, 1987, established a 45 MPH speed zone on the Oregon Coast Highway No. 9 0.32 mile south of Kerber Drive (M.P. 329.97) to 0.41 mile south of Kerber Drive (M.P. 330.06) in the City of Gold Beach, Curry County. (Speed Zone Order No. 956)
- 5) On November 10, 1987, approved an amendment to an agreement with North Umpqua Inns, Inc. (formerly Steamboat Inns, Inc.) to supply treated domestic water from a water treatment facility operated by the Highway Division, District 6, Douglas County. This amendment changes the payment of billing to be made to the Division's Highway Accounting Section instead of the District 6 Office.

- 6) On November 13, 1987, established a 35 MPH speed zone on the La Grande-Baker Highway No. 66 in the city limits of La Grande from 50 feet south of "K" Avenue (M.P. 2.92) to 0.29 mile south of "K" Avenue (M.P. 3.20) in Union County. (See Speed Zone Order No. 957)
- 7) On November 16, 1987, approved an agreement with the Department of State Police and Western Radio Services Co. of Bend for Western Radio Services Co. to provide the Highway Division and State Police use of a building and tower space on King Mountain communication facility near Burns, Harney County, to accommodate two high band radio repeaters and associated duplexers and batteries as required on a permanent basis. Agreement will remain in effect until December 31, 1992, with a right of renewal for additional five-year periods. (Approved by W. E. Schwartz for State Highway Engineer.)
- 8) On November 16, 1987, approved a confidential technical agreement with SATEC Systems, Inc. to disclose to the Highway Division certain technical information relating to Model 600 XXWHVL Serial No. 1023 supplied under SATEC Systems, Inc. for a period of five years following the date of each disclosure. (Approved by W. E. Schwartz for State Highway Engineer.)
- 9) On November 18, 1987, established the following speed zones on the Lower Columbia River Highway No. 2W in Columbia County, south city limits of St. Helens:

50 MPH from M.P. 24.81 to M.P. 26.45 except from M.P. 24.91 to M.P. 25.03 the speed shall be 20 MPH when children are present

45 MPH from M.P. 26.45 to M.P. 27.53
35 MPH from M.P. 27.53 to M.P. 27.59

Rescinds Speed Zone Order No. 673 dated July 30, 1974. (See Speed Zone Order No. 958)


Larry W. Rulien, State Highway Engineer

Dated this 4 of December, 1987

12-4-87

D
MINUTES OF 12/15/87

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

<u>Contractor and Contract No.</u>	<u>Section and County</u>	<u>Acceptance Date</u>
Coral Construction Co. Contract No. 10111	Washington State Line- Linn/Lane County Line Various Counties	Oct. 19, 1987
B-G Paint Company Contract No. 10189	Columbia Slough Bridge Multnomah County	Oct. 19, 1987
COMCO dba Salem Road & Driveway Contract No. 9669	Sandy River-Mitchell Point Multnomah & Hood River Counties	Oct. 19, 1987
Contractors, Inc. Contract No. 10234	Gladstone Int.-Park Place Int. Clackamas County	Oct. 20, 1987
P & F Construction Contract No. 10344	Evans Cr.(Coquille-Fairview Rd.) Coos County	Oct. 20, 1987
H & H Electric, Inc. Contract No. 10345	Traffic Loop Repair (Phase I) Washington County	Nov. 10, 1987
Copeland Paving, Inc. Contract No. 10357	6th St.-7th St. (Grants Pass) Josephine County	Nov. 10, 1987
Hamilton Construction Co. (Ore.) Contract No. 10347	Davis Slough Bridge Coos County	Nov. 10, 1987
Bracelin-Yeager Excavating & Trucking, Inc. Contract No. 10459	Coos Bay-North Bend Paving Proj. Coos County	Nov. 10, 1987
COMCO Const. Co., Ore. Ltd. dba Salem Road & Driveway Contract No. 10047	Lancaster Dr. NE-Lardon Rd. NE (Salem) Marion County	Nov. 12, 1987
Mocon Corp. Contract No. 9793	SE 122nd Ave.-Rock Creek Jct. Clackamas County	Nov. 12, 1987

D

Report of Action Under Delegated Authority by MINUTES OF 12/15/87
 Assistant State Highway Engineer
 Page 2

<u>Contractor and Contract No.</u>	<u>Section and County</u>	<u>Acceptance Date</u>
Weaver Construction Co. Contract No. 10340	Lenz Cr. & Williamson River (Kittredge Ranch) Bridges Klamath County	Nov. 13, 1987
K. J. Allen & Associates Contract No. 10212	Luckiamute River Bridge Polk County	Nov. 13, 1987
W. R. Grasle, Inc. Contract No. 10224	NE Portland Hwy. @ 158th Ave. Multnomah County	Nov. 13, 1987
Morse Bros., Inc. Contract No. 10468	Meacham Rock Production Umatilla & Union Counties	Nov. 20, 1987
M. C. Lininger & Sons, Inc. Contract No. 10464	4th St.-10th St. (Central Point) Jackson County	Nov. 20, 1987
Oregon Asphaltic Paving Co. Contract No. 10441	Rhododendron-Government Camp Clackamas County	Nov. 20, 1987
Grant County Redi-Mix Contract No. 10440	Baker Rock Production Baker County	Nov. 20, 1987
Schubert & Sons Ready-Mix Contract No. 10410	LaGrande Rock Production Union County	Nov. 20, 1987
M & J Electric, Inc. dba Marine & Industrial Electric Contract No. 10401	Cascade Hwy. N. @ 84th Ave. (Ambler Road) Clackamas County	Nov. 20, 1987
Douglas S. Coats, Inc. Contract No. 10391	Clark Creek (Dutton Road) Bridge Union County	Nov. 20, 1987
Douglas S. Coats, Inc. Contract No. 10351	Bully Creek (Dahle Road) Bridge Malheur County	Nov. 20, 1987
Wildish Corvallis Construction Contract No. 10465	Lower Salt Cr.-Upper Salt Cr. Lane County	Nov. 23, 1987
Bart Associates, Inc. Contract No. 10396	Ukiah Rock Production Umatilla County	Nov. 23, 1987

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MINUTES OF 12/15/87

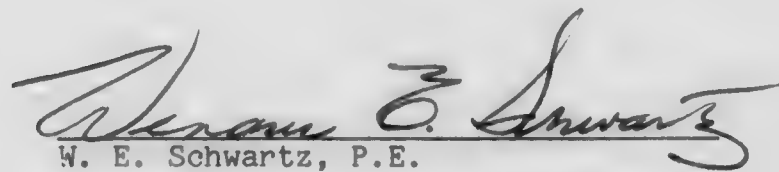
Report of Action Under Delegated Authority by
Assistant State Highway Engineer
Page 3

<u>Contractor and Contract No.</u>	<u>Section and County</u>	<u>Acceptance Date</u>
Blue Mountain Paving Co. Contract No. 10449	Irrigon Jct.-1st St. (Irrigon) Morrow County	Nov. 23, 1987
V & K Equipment Co. Contract No. 10308	11th St.-Crestwood Ct. (McMinnville) Yamhill County	Nov. 23, 1987
Riverbend Sand & Gravel dba Salem Road & Driveway Contract No. 10306	Pac. Hwy. E @ Sunnyside Rd. (Salem) Marion County	Nov. 23, 1987
Douglas S. Coats, Inc. Contract No. 10229	Umatilla River (Pendleton) Bridge Umatilla County	Nov. 23, 1987
Kiewit Pacific Co. Contract no. 10192	Meacham-Hilgard Intch. & Upper Perry Intch. Umatilla & Union Counties	Nov. 23, 1987
Eucon Corporation of Idaho Contract No. 9940	Irrigon Junction Interchange Morrow County	Nov. 23, 1987

Expenditure Recap

	<u>Above Projects</u>	<u>FY to Date</u>
Original Authorization	\$26,175,161.71	\$86,830,365.78
Anticipated Costs	\$28,035,489.10	\$94,164,531.61
Percentage Overrun (Underrun)	+7.1%	+8.4%

November 30, 1987


W. E. Schwartz, P.E.
Asst. State Highway Engineer

BLW:mk



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MINUTES OF 12/15/87

Department of Transportation

PARKS AND RECREATION DIVISION

525 TRADE STREET SE, SALEM, OREGON 97310

TO: Oregon Transportation Commission

FROM: David G. Talbot
State Parks Administrator

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized the State Parks Administrator, or his designate, in an official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith, the Parks Administrator or his designate has approved the following actions and report them for your official records.

On October 1, 1987, approved Gerald R. Burkhalter's request to install a satellite television antenna within the Rogue River Scenic Waterway in Curry County.

On October 19, 1987, approved Deschutes Development Company, Inc.'s request for road improvements within the Deschutes River Scenic Waterway in Deschutes County.

On October 19, 1987, approved an Historic Preservation Fund Agreement with Douglas County for a Certified Local Government Grant in the amount of \$6,833.16.

On October 20, 1987, approved an Historic Preservation Fund Agreement with the Oregon Division of State Lands for a Sunken Village Site Project in Multnomah County, in the amount of \$2,500.

On October 20, 1987, approved an Historic Preservation Fund Agreement with the Historic Preservation League of Oregon, for a Statewide Business Ethics Workshop, in the amount of \$473.50.

On October 23, 1987, approved John E. Lewis' request to place a mobile home within the Rogue River Scenic Waterway in Josephine County.

Dated this 9th day of November, 1987

David G. Talbot, State Parks Administrator

DGT/js

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L-9116 - Brian Gooch, v. Stimson Lumber Company and Oregon Corporation and the State of Oregon. This is an amended complaint for personal injuries. This case arises out of an accident that occurred on March 8, 1987, in Multnomah County, when the plaintiff Brian Gooch was operating a motorcycle on State of Oregon property on Soda Springs Road. His body came in contact with an unguarded and unmarked cable installed across Soda Springs Road by the defendant Stimson Lumber Company. The alleged negligence of the State is failing to inspect Soda Springs Road at reasonable intervals to determine whether the area was exposed to vehicular use traffic. In failing to notify Stimson that the cable placed by Stimson across Soda Springs on or before October 1986 was not at the property line of Stimson but was actually on State property. The plaintiff is seeking \$140,000.00 in damages. The matter has been referred to the Trial Division of the Department of Justice for the defense of the Highway Division.

L-9132 - Gerri Sue Lent v. Oregon State Highway Division. This is a complaint for violation of ORS Chapter 652. Plaintiff alleges that she was an employee of the Highway Division as a Right of Way Agent. That she gave notice of termination on May 15, 1987, her final date of employment was May 29, 1987 and defendant did not willfully did not give plaintiff a check for all wages due and owing at the time of termination. Plaintiff alleges that certain small amounts were withheld from her check without her consent and that deductions for taxes and other matters were more than regular. She is suing under the terms of ORS 652 for \$3,025.40 and attorney fees. The case was settled for \$_____.

L-9133 - Rhonda A. Feero v. Noorali Rahemtulla and the State of Oregon. This case arises out of an accident that occurred on October 6, 1985 in Multnomah County, in which the plaintiff was a passenger in a motor vehicle being operated on Highway 99 near the intersection with Highway 18. The vehicle driven by the defendant Noorali Rahemtulla turned left directly in front of the vehicle in which plaintiff was a passenger causing a collision and severe injuries to plaintiff. The alleged negligent of the State is failing to study the traffic patterns at that intersection and install the proper warning devices or signs for the travelling public. The plaintiff is seeking judgment against the State of Oregon in the amount of \$100,000.00. The matter has been turned over to the Trial Section of the Department of Justice for the defense of the State.

L-9134 - Robert Randall Company, an Oregon Corporation v. Robert M. Leidig, et al. This is a complaint for partition in Clackamas County. The State through its Highway Division has an easement over the property that they are partitioning and the state is named as a party to the Partition as a matter of form. The case has been referred to the Trial Section of the Department of Justice for proper handling.

L-9135 - Arnold Sjuts v. State of Oregon. This case arises out of an accident that occurred on March 19, 1985 in the County of Malheur, when the plaintiff was operating his vehicle northbound on Highway 201. The survey crew working on Highway 201 near the "Airport Corner". Another driver Susan R. Stewart stopped her vehicle near the Airport corner in response to a stop sign placed in the middle of the Highway 201. The plaintiff rear-ended the Stewart vehicle. The alleged negligence of the Highway Division is failure to post sufficient warning signs for uncoming traffic warning them that there was a stop ahead and in failing to have a flagger positioned on the highway to warn uncoming traffic. The plaintiff is seeking \$11,262.50 from the State alleging that was the amount of the settlement with Susan R. Stewart and that the Highway Division is responsible for that amount. The matter has been referred to the Trial Section of the Department of Justice for the defense of the Highway Division.

REPORT OF CASES FILED BY AND AGAINST THE DEPARTMENT OF TRANSPORTATION

L-9097 - Alissa M. Palmer, Plaintiff, v. The Golden Gate Highway District, a Political Subdivision of the State of Idaho and State of Oregon, Department of Transportation. This case arises out of an accident that occurred on Peckham Road in Canyon County Idaho which intersects with Stateline Road at or near the border between Canyon County Idaho and Malheur County Oregon. Plaintiffs vehicle left the road. The plaintiff was injured and the vehicle was damaged. The plaintiff is suing both Idaho and Oregon for one million dollars. The matter has been referred to the Trial Division of the Department of Justice for the defense of the Highway Division.

L-9098 - Vonn and Cynthis Valcarcel v. State and Oregon acting by and through its Department of Transportation. This is a complaint for damages, trespass to real property and negligence. This property is located in Baker County. The plaintiffs allege that the State Highway Division constructed a highway in an improper manner and allowed water and debris to back up behind it and then cut the highway and let all the water and the debris come out on defendants property and damage it. They also allege that the highway was constructed in such a manner that all the debris, water and junk, etc. was aimed at the defendants property. The defendants are suing for \$50,000.00. The matter has been referred to the Trial Division of the Department of Justice for the defense of the Highway Division.

L-9101 - Carolyn Troutman, Plaintiff, v. David Michael Wright, et al. This case arises out of an accident that occurred on the 19th day of May, 1985. This accident occurred in Jackson County. Plaintiff was a passenger in a 1982 Chevrolet Citation driven by Majorie Post. The car was proceeding northbound on Highway 99 approaching the intersection with West Fern Valley Road in Phoenix, Oregon. The plaintiff's vehicle collided with a vehicle driven by the defendant David Michael Wright which was proceeding southbound on Highway 99 and turned left at the intersection into West Fern Valley Road. The intersection was signalized. The alleged negligence of the State is the alleged failure to properly maintain the traffic signal device at the intersection or to properly repair it. Plaintiff is seeking \$100,000.00. The matter has been referred to the Trial Division of the Department of Justice for the defense of the Highway Division.

L-9112 - David Bergman, Individually and David Bergman, Personal Representative of the Estate of Anna Marie Bergman, Deceased. v. State of Oregon by and through its Department of Transportation, Highway Division and Donald M. Drake Company. This case arises out of an accident that occurred on November 15, 1984 when Anna Marie Bergman was operating her motor vehicle southbound on I-5 approximately .25 miles south of Highway 99W around milepost 293. This accident occurred in Multnomah County. The plaintiff's vehicle was struck by a vehicle driven by Paul Christeson. The Bergman vehicle then struck the median guardrail and swerved across the southbound lanes of I-5 to the right striking the guardrail along the right shoulder. The vehicle recontacted the ground approximately 61 feet from the road surface. The alleged negligence of the State is in designing a shoulder guardrail configuration that acted as a spring and threw the vehicle over the guardrail and in maintaining the outside guardrail at a height of only 12 inches and less than the 27 inches in height required. The plaintiff is seeking \$103,337.00. The matter has been referred to the Trial Section of the Department of Justice for the defense of the Highway Division.

L-9115 - Sherry Stoughton v. State of Oregon and the Oregon State Highway Department. This case arises out of an accident which occurred on the 14th day of July, 1986 in Clatsop County, in which the plaintiff was a passenger in a vehicle attempting to pass a state highway dump truck. As the vehicle attempted to pass the dump truck turned into the vehicle result in a collision and causing plaintiff injury. The plaintiff is seeking \$85,000.00 in damages. The matter has been referred to the Trial Division of the Department of Justice for the defense of the Highway Division.

L-9145 - Inland Empire Bank, an Oregon Banking Corporation vs. Thomas M. O'Brien et al vs. Intercontinental Construction Co. a Washington corporation et al as third party defendants. The State of Oregon is involved in this case through its Highway Division as a third party defendant. This is a case to foreclose a mortgage. The State of Oregon is alleged to have an interest in a portion of the property based upon a warranty deed to it from the defendants Thomas M. O'Brien and Penny S. O'Brien dated July 29, 1981. The matter has been referred to the Trial Section of the Attorney General's office for the defense of the Highway Division.

7561 L-9141 - Robert Damesek, Guardian ad Litem for Joshua Damesek, a minor, vs. Robert Donald Cloutier et al. This case arises out of an accident that occurred May 21, 1985 on Highway 66 at Milepost 7.5 in Jackson County. The allegations of negligence against the Highway Division relate to creating and maintaining a curve in Highway 66 without adequate visibility for motorists or a proper grade to permit a car's momentum to keep it within its proper lane of travel while rounding the curve. The other allegations of negligence all relate to the improper design of the curve and the failure to install the proper warning signs. The plaintiff is seeking damages of \$21,000 against all defendants and for non-economic damages against the State of Oregon for \$150,000. The matter has been referred to the Trial Section of the Department of Justice to defend the Highway Division.

L-9137 - Clyde Ransom v. Department of Transportation and John Clapp and Ed James. This is a suit in Federal District Court alleging race discrimination, intentional infliction of emotional stress. The plaintiff alleges several items of racial discrimination and infliction of emotional stress by employees of the Department of Transportation and is asking \$2,500,000 in general and punitive damages. The matter has been assigned to the Trial Section for the defense of the Department of Transportation.

L-9138 - Frontier Foundations vs. Hamilton Construction Co. et al. This is a lawsuit by a subcontractor against Hamilton Construction as the prime contractor and the Highway Division of the Department of Transportation is also named as a defendant. The plaintiff alleges that the prime contractor did not pay for work performed by plaintiff and is suing not only the prime contractor but the bonding company, Multnomah County and the Department of Transportation and is asking \$79,000 in damages from the Department of Transportation plus interest at 18 percent from September 1, 1986. The matter has been referred to the Trial Section of the Department of Justice for the defense of the Highway Division.

L-9139 - Ross Brothers Construction, Inc. vs. Department of Transportation, Highway Division. This is a claim for breach of contract in which the plaintiff alleges that the Highway Division breached a contract with Ross Brothers, being contract number 10001 and that the Highway Division owes Ross Brothers \$34,256.55 plus interest at statutory rate from the time the amount was due. The matter has been referred to the Trial Section of the Department of Justice for defense of the Highway Division.

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REPORT OF CASES FILED BY AND AGAINST THE DEPARTMENT OF TRANSPORTATION

L-9140 - Mark A. Mobray vs. David G. Talbot, Individually and as Administrator of the State Parks Division. This is a suit in the United States District Court for Oregon contesting the constitutionality of a state regulation and interference with perspective financial advantage and injunction and conspiracy. The plaintiff is the owner of a business that rents jet skiis adjacent to Cove Palisades State Park outside of the town of Madras, Oregon. The plaintiff was renting jet skiis to visitors in Cove Palisades State Park and was delivering the jet ski to the customer in Cove Palisades State Park. The plaintiff was issued citation for conducting a business inside of the State Park without a permit. The plaintiff is seeking \$23,400 in damages and contesting the constitutionality of OAR 736-10-065. The plaintiff is also suing a state policeman for \$100 in punitive damages relating to the citations that were issued. The plaintiff is also seeking \$100,000 from the defendants Lucas, Pierce, Gates and Kent for conspiring to eliminate his business by refusing to allow his customers to accept delivery of the vehicles, the ski jets in the State Park. The plaintiff is also seeking treble damages of his business loss in the amount of \$70,200 together with interest and attorney fees and cost of the litigation. The matter has been referred to the Trial Section for the defense of the Parks Division and its employees.

REPORT OF CONDEMNATION CASES SETTLED

<u>Defendant</u>	<u>State's Offer</u>	<u>State's Highest Appraisal</u>	<u>Amount of Settlement</u>
Lincoln City Development Co. L-8851 R-41507	\$20,000.00	\$38,150.00	\$40,000.00
Section: Oregon Coast Hwy.at Logan Road (Lincoln City) Highway: Oregon Coast County: Lincoln			

REPORT OF CONDEMNATION CASES DISMISSED

<u>Defendant</u>	<u>State's Offer</u>	<u>State's Highest Appraisal</u>	<u>Amount of Settlement</u>
Rentex Corporation L-8720 R-42107			
Remarks: Settled by Right of Way			
Section: N. W. Nicolai St. - West Fremont Interchange Highway: Columbia River County: Multnomah			
** Case dismissed by the Court in October 1986**			

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REPORT OF CONDEMNATION CASES SETTLED

<u>Defendant</u>	<u>State's Offer</u>	<u>State's Highest Appraisal</u>	<u>Amount of Settlement</u>
W. K. Zollman \$ L-9030 R-55920	550.00	\$ 550.00	\$ 1,500.00

Section: Trout Creek-Enterprise
Highway: Wallowa Lake
County: Wallowa

Rodney W. Tripp L-9073 R-54661	\$13,500.00	\$15,450.00	\$20,000.00
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Section: Queen Ave. - Corvallis/Lebanon Hwy.
Highway: Albany/Junction City
County: Linn

Times Mirror Land and Timber Company L-8872 R-50667	\$ 4,350.00	\$14,900.00	\$15,500.00
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Section: Castle Rock Bridge
Highway: Three Rivers
County: Tillamook

REPORT OF CONDEMNATION CASES SETTLED

<u>Defendant</u>	<u>State's Offer</u>	<u>State's Highest Appraisal</u>	<u>Amount of Settlement</u>
Robert James Skjonsby L-8818 R-53138 Section: Sutton Lake-Florence Highway: Oregon Coast County: Lane	\$ 3,900.00	\$ 3,625.00	\$ 6,953.25
Leo Gassner L-8958 R-39189 Section: Deschutes River Bridge Highway: Warm Springs County: Jefferson	\$ 3,200.00	\$ 25,000.00	\$ 5,200.00
John A. Rogers L-8970 R-54579 Section: S. W. Terwilliger Blvd. - Ladd St. (Lake Oswego) Highway: Oswego County: Clackamas	\$ 100.00	\$ 100.00	\$ 200.00

REPORT OF CONDEMNATION CASES SETTLED

Defendant	State's Offer	State's Highest Appraisal	Amount of Settlement
George L. Walker L-8794 R-53326 Section: Cazadero/North Fork Clackamas River Highway: Clackamas County: Clackamas	\$ 18,200.00	\$ 38,600.00	\$ 30,700.00
Judith Post L-8933 R-54879 Section: N. E. Sandy Blvd. - Stark Street Highway: N. E. 257th Drive County: Multnomah	\$ 200.00	\$ 200.00	\$ 1,000.00
Roger J. Casey L-8989 R-53910 Section: N. E. 60th Ave. - I-205 Highway: N. E. Portland County: Multnomah	\$ 63,650.00	\$ 69,500.00	\$ 70,000.00
Willamette Court L-8995 R-54845 Section: N. W. Harrison Blvd. - Corvallis E.C.L. Highway: Albany-Corvallis County: Benton	\$ 1,600.00	\$ 1,600.00	\$ 3,200.00

REPORT OF CONDEMNATION CASES DISMISSED

Defendant	State's Offer	State's Highest Appraisal	Amount of Settlement
James L. Morrison L-8913 R-53996 Section: Superior St. S. E. - Vista Ave. S.E. (Salem) Highway: Pacific East County: Marion			
Remarks: Settled by Right of Way			

REPORT OF CONDEMNATION CASES TRIED

<u>Defendant</u>	<u>State's Highest Written Offer Made More Than 30 Days Prior to Trial</u>	<u>Defendants' Lowest Demand</u>	<u>State's Highest Testimony at Trial</u>
J.D.L. Development, Inc. L-8912 R-54880 Section: N. E. Sandy Blvd. - Stark Street Highway: N. E. 257th Drive County: Multnomah	\$ 500.00	\$ 2,625.00	-0-
Verdict: \$-0-			

REPORT OF CONDEMNATION CASES DEFAULTED

<u>Defendant</u>	<u>State's Highest Appraisal</u>	<u>State's Offer</u>	<u>Amount of Settlement</u>
Harry Coleman L-8957 R-54569 Section: S.W. Terwilliger Blvd./Ladd St. (Lake Oswego) Highway: Oswego County: Clackamas	\$ 125.00	\$ 125.00	Remarks: Judgment by Default
Hanley Corporation L-8981 R-54578 Section: S.W. Terwilliger Blvd./Ladd St. (Lake Oswego) Highway: Oswego County: Clackamas	\$ 1,500.00	\$ 1,500.00	Remarks: Judgment by Default
Raymond F. Peacock L-8993 R-54763 Section: Albany-Corvallis Hwy. at N. W. Scenic Drive Highway: Albany-Corvallis County: Benton	\$ 650.00	\$ 650.00	Remarks: Judgment by Default

REPORT OF TRIAL OF OTHER CASES - State Plaintiff

REPORT OF SETTLEMENT OR DISPOSITION OF CASES OTHER THAN CONDEMNATION

<u>Defendant</u>	<u>Cause of Action</u>	<u>Demands of Plaintiff</u>	<u>Verdict or Judgment</u>	<u>Plaintiff</u>	<u>Defendant</u>	<u>Cause of Action</u>	<u>Demand of Plaintiff</u>
Robert L. Book L-8999 CAO-85-393 Attorney Fees: \$375.00 County: Lane Highway: Pacific Hwy 1 - I-5 - MP 194.258	Property Damage	\$ 1,000.00	\$ 1,586.94	State L-9057 CAO-86-337 Highway: I-84 - #2 - MP C168.28 County: Marion	Consolidated Freightways	Property Damage	\$ 1,166.35
		Court Costs: \$85.00				Remarks: Settlement	
James L. Duckett L-8885 Attorney Fees: \$120.00 County: Douglas Highway: Myrtle Creek #237 - MP 5.4	Property Damage	\$ 161.23	\$ 161.23	State L-8097 CAO-80-179 Section: Coos Bay/Roseburg Hwy County: Coos	Phillip J. Turner	Property Damage	\$ 749.46
		Court Costs: \$ 87.70					
Raymond M. Rudi, Jr. L-8864 CAO-85-271 Attorney Fees: \$280.00 County: Clackamas Highway: I-205 - #6 - MP 22.34	Property Damage	\$ 941.17	\$ 941.17				
		Court Costs: \$145.20					

REPORT OF CONDEMNATION CASES SETTLED

Defendant	State's Offer	State's Highest Appraisal	Amount of Settlement
Leroy M. Mac Duffee L-8850 R-53939 Section: Superior St. S. E. Vista Ave. S.E. (Salem) Highway: Pacific East County: Marion	\$ 5,900.00	\$ 6,500.00	\$ 7,400.00
Clifford J. Brock L-8875 R-53749 Section: Noti-Veneta Highway: Florence-Eugene County: Lane	\$ 8,150.00	\$ 11,500.00	\$ 15,000.00
Ivan D. Handy L-8911 R-54868 Section: N. E. Sandy Blvd./Stark Street Highway: N.E. 257th Drive County: Multnomah	\$ 100.00	\$ 3,150.00	\$ 6,500.00
Jerry L. Baker L-9029 R-54719 Section: Powell Butte Jct. - Arnold Ice Cave Road Highway: Central Oregon County: Deschutes	\$ 250.00	\$ 400.00	\$ 250.00

REPORT OF CONDEMNATION CASES DISMISSED

Defendant	State's Offer	State's Highest Appraisal	Amount of Settlement
Donald R. Marcus L-9064 R-54556 Section: Mt. Hood Hwy. at Palmquist/Orient Rds. Highway: Mt. Hood County: Multnomah			Remarks: File Cancelled
Arthur Norlen L-9066 R-54798 Section: Mt. Hood Hwy. at Palmquist/Orient Rds. Highway: Mt. Hood County: Multnomah			Remarks: File Cancelled
Nancy Helen Stout et al L-8990 R-55192 Section: Scovell Bridge Highway: Nehalem North Fork County Road County: Tillamook			Remarks: Settled by Right of Way
Frank R. Eckles L-9029 R-54846 Section: N. W. Harrison Blvd./Corvallis E.C.L. Highway: Albany - Corvallis County: Benton			

REPORT OF CONDEMNATION CASES SETTLED

Defendant	State's Offer	State's Highest Appraisal	Amount of Settlement
Angela's Investments Inc. L-8854 R-54562 Section: 12th St. S. E. - 24th St. S.E. (Salem) Highway: Mission St. County: Marion	\$ 77,150.00	\$ 85,600.00	\$ 90,000.00
Ernie L. Carpenter L-8959 R-54455 Section: 12th St.S.E. - 24th St.S.E. (Salem) Highway: Mission Street County: Marion	\$ 10,425.00	\$ 18,300.00	\$ 11,925.00
Richard L. Bland L-8994 R-53871 Section: Wilsonville-Hubbard Hwy. at Fargo Road Highway: Wilsonville-Hubbard County: Marion	\$ 50,300.00	\$ 59,300.00	\$ 65,000.00

REPORT OF CONDEMNATION CASES DISMISSED

Defendant	State's Offer	State's Highest Appraisal	Amount of Settlement
Lester Hardy L-9035 R-54562 Section: Mt. Hood Hwy. a Palmquist/Orient Rds. Highway: Mt. Hood County: Multnomah			REMARKS: File Cancelled
Hardy Built Homes L-9036 R-54897 Section: Mt. Hood Hwy. at Palmquist/Orient Rds. Highway: Mt. Hood County: Multnomah			Remarks: File Cancelled
Erick Rother L-9063 R-54555 Section: Mt. Hood Hwy. at Palmquist/Orient Rds. Highway: Mt. Hood County: Multnomah			Remarks: File Cancelled

REPORT OF CASES FILED BY AND AGAINST THE DEPARTMENT OF TRANSPORTATION

L-9113 - Eldora L. Roberts, Personal Representative of the Estate of Robert J. Roberts, Plaintiff, v. Larry R. Skinner, et al. This lawsuit arises out of an accident that occurred on December 2, 1986 in the County of Clark, on the Interstate 5 Bridge between Portland and Vancouver. The complaint alleges that Robert J. Roberts collided with debris in the roadway which caused him to collide with another vehicle. The collision resulted in his death. The complaint alleges that Larry R. Skinner was operating a vehicle owned by Ajax, Inc. and that some debris fell from his vehicle onto the roadway. The negligence of the States of Oregon and Washington is in failing to remove the debris from the roadway and reasonably inspect and maintain the roadway. The complaint does not allege any particular sum but asks for judgment against the defendants and special damages and general damages an attorney fees at the time of trial. The matter has been referred to the Trial Section of the Department of Justice for the defense of the Highway Division.

REPORT OF CONDEMNATION CASES SETTLED

Defendant	State's Offer	State's Highest Appraisal	Amount of Settlement
Donald W. Monte	\$ 4,300.00	\$ 4,400.00	\$ 6,800.00
L-8736 R-53119			
Section: Sutton Lake-Florence Highway: Oregon Coast County: Lane			
Donald W. Monte	\$22,200.00	\$24,000.00	\$24,000.00
L-8737 R-53120			
Section: Sutton Lake-Florence Highway: Oregon Coast County: Lane			

REPORT OF CONDEMNATION CASES DISMISSED

Defendant	State's Offer	State's Highest Appraisal	Amount of Settlement
Atlantic Richfield Co. L-9022 R-54823	\$25,500.00		\$26,150.00
Section: T. V. Hwy at S. W. Murray Blvd. Highway: Tualatin Valley County: Washington			
NOTE: Settled by Right of Way			
Leona F. Smith L-9023 R-A0053	\$39,500.00		\$39,500.00
Section: Wasco State Airport County: Sherman			
NOTE: Settled by Right of Way			

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REPORT OF CONDEMNATION CASES SETTLED

<u>Defendant</u>	<u>State's Offer</u>	<u>State's Highest Appraisal</u>	<u>Amount of Settlement</u>
Cornet Stores, Inc. L-8738 R-53121	\$ 2,200.00	\$ 7,500.00	\$ 7,500.00
Section: Sutton Lake-Florence Highway: Oregon Coast County: Lane of Way			
Henry R. Johnson L-8820 R-53132	\$ 8,950.00	\$ 14,550.00	\$ 14,000.00
Section: Sutton Lake-Florence Highway: Oregon Coast County: Lane			
Wanda C. Chappelle L-8932 R-54472	\$ 74,000.00	\$ 78,400.00	\$ 97,000.00
Section: 12th St. S. E. - 24th St. S. E. (Salem) Highway: Mission Street County: Marion			

REPORT OF CONDEMNATION CASES DISMISSED

<u>Defendant</u>	<u>State's Offer</u>	<u>State's Highest Appraisal</u>	<u>Amount of Settlement</u>
Jake Prince L-9031 R-54656	\$3,600.00		\$4,500.00
Section: Queen Ave. - Corvallis/Lebanon Hwy. Highway: Albany-Junction City County: Linn			

NOTE: Settled by Right

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REPORT OF TRIAL OF OTHER CASES - State Plaintiff

<u>Defendant</u>	<u>Cause of Action</u>	<u>Demands of Plaintiff</u>	<u>Verdict or Judgment</u>
Shelley A. Eubank L-8953	Property Damage	\$ 1,502.68	\$ 1,502.68
Attorney Fees: \$375.00		Court Costs: \$ 95.40	
County: Marion			
Highway: Pacific Hwy #1 - Rt. I-5 - MP 96.7			
Remarks: License Suspended			
Roberto Esparza L-8895	Property Damage	\$ 446.56	\$ 446.56
Attorney Fees: \$190.00		Court Costs \$166.40	
County: Marion			
Highway: Olds Ferry/Ontario - #455 - Rt. 201 - MP 27.04			
Remarks: License Suspended			

REPORT OF SETTLEMENT OR DISPOSITION OF CASES OTHER THAN CONDEMNATION

<u>Plaintiff</u>	<u>Defendant</u>	<u>Cause of Action</u>	<u>Demand of Plaintiff</u>
State L-9059 CAO 86-405	Jon Patterson	Property Damage	\$2,436.53
Section: MP 248.5			
Highway: I-84 - Freeway #6EB			
County: Union			
Disposed of by: File returned - Paid in full.			
State L-8188 CAO 82-57	David E. Olson	Property Damage	\$ 797.06
Section: MP 45.9			
Highway: Pacific East Hwy 1E			
County: Marion			
Disposed of by: Paid in full.			

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REPORT OF TRIAL OF OTHER CASES - State Plaintiff

Defendant	Cause of Action	Demands of Plaintiff	Verdict or Judgment
Koeun Koth L-8900	Property Damage	\$ 470.69	\$ 470.69

Attorney Fees: \$200.00 Court Costs: \$105.40
 County: Marion
 Highway: Wilson River #37 - Rt. 6 - MP 49.2

Remarks: License Suspended

Coast Transport Inc. L-8886	Property Damage	\$ 394.27	\$ 394.27
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Attorney Fees: \$180.00 Court Costs: \$117.70
 County: Multnomah
 Highway: Hwy 30 - Ramp from Fremont Bridge to Vaughn St.

Remarks: License Suspended

Judith A. Smith L-8723	Property Damage	\$ 1,434.05	\$ 1,434.05
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Attorney Fees: \$360.00 Court Costs: \$ 91.00
 County: Marion
 Highway: Edgewater N.W. - Salem, Oregon

Remarks: License Suspended

REPORT OF SETTLEMENT OR DISPOSITION OF CASES OTHER THAN CONDEMNATION

Plaintiff	Defendant	Cause of Action	Demand of Plaintiff
State L-8555 CAO-84-134	Michael W. Parr	Property Damage	\$ 358.41

Section: MP 35
 Highway: State Hwy #33
 County: Lincoln
 Disposed of by: File returned - Paid in full.

State L-8244 CAO-8281	Jack Nelson	Property Damage	\$1,291.27
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Section: MP 8.16
 Highway: 224 and Hwy 212
 County: Clackamas

Disposed of by: File returned - Paid in full.

State L-8403 CAO 83-78	Annette A. Neff	Property Damage	\$ 895.63
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Section: MP 61.9
 Highway: 2
 County: Wasco

Disposed of by: File returned - Paid in full.

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- 7574 -

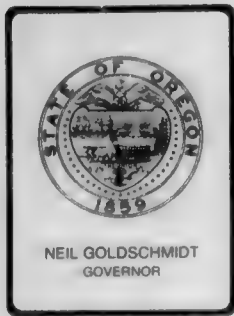
REPORT OF TRIAL OF OTHER CASES - State Plaintiff

<u>Defendant</u>	<u>Cause of Action</u>	<u>Demands of Plaintiff</u>	<u>Verdict or Judgment</u>
Michael C. Newell L-9007	Property Damage	\$ 736.33	\$ 736
Attorney Fees: \$240.00		Court Costs: -0-	
County: Marion			
Highway: I-5 - MP 158			
Remarks: License Suspended			
Donna A. Mobly L-8790	Property Damage	\$ 1,567.42	\$ 1,567
Attorney Fees: \$390.00		Court Costs: -0-	
County: Marion			
Highway: Cape Arago - #240 - MP 8.39			
Remarks: License Suspended			
Robert S. Smith L-8952	Property Damage	\$ 242.91	\$ 242
Attorney Fees: \$150.00		Court Costs: \$100.20	
County: Yamhill			
Highway: #18 - Rt. 39 - MP 23			
Remarks: License Suspended			

REPORT OF TRIAL OF OTHER CASES - State Plaintiff

<u>Defendant</u>	<u>Cause of Action</u>	<u>Demands of Plaintiff</u>	<u>Verdict or Judgment</u>
Robert C. LaRock L-8343	Property Damage	\$ 638.93	\$ 638.93
Attorney Fees: \$300.00		Court Costs: \$ 69.80	
County: Multnomah			
Highway: Salmon River #39 - MP 24.07			
Remarks: License Suspended			

12/15/87



MINUTES OF G 12/15/87

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 13, 1987

In Reply Refer to
File No.:

INT

TO: **Oregon Transportation Commission**

SUBJECT: **Confirmation Report
Actions Taken Under Delegated Authority**

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On November 13, 1987, \$5,546,627.46 was distributed to the counties as their share of motor vehicle revenues for the month of October, 1987.

On November 13, 1987, 1987, \$3,405,856.60 was distributed to the cities for the month of October, 1987.

(Lists of apportionments on file in Commission Files, Salem).

Dated this 13th day of November,
1987

Douglass R. Goldbach, Controller
Highway Division

Attachments

cc: Bob Bothman
John Elliott





VOLUME 15

PART 2

COMPLETE

MINUTES OF THE OREGON TRANSPORTATION COMMISSION

COVERING PERIOD

FROM

JANUARY 1, 1988

TO

JUNE 30, 1988

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT
LOCATED AT SALEM, OREGON

MINUTES OF
OREGON TRANSPORTATION COMMISSION

DINNER

JANUARY 19, 1988

AND

AGENDA REVIEW
FORMAL MEETING
WORKSHOP
LUNCH

JANUARY 20, 1988

On January 19, 1988, at 7 p.m., the Transportation Commission, Executive Staff, and members of the 2010 Committee attended a dinner meeting at the Prime Rib Riverside, 103 Pine Street, N.E., Salem. (Notice of the dinner had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia Ford, Member
Robert N. Bothman, Director of Transportation
Gary Potter, Director of Administration
Larry Rulien, State Highway Engineer
Don Adams, Assistant State Highway Engineer, Project Development Branch
Larry Jacobson, Deputy Administrator of Parks and Recreation Division
John Lilly, Assistant Administrator, Local Government Assistance - Planning - Rivers, Parks Division
Joe Paiva, Assistant Administrator, Design & Engineering, Parks Division
Kathy Spero, State Recreation Director
Monte Turner, Information Officer, Parks Division
David Moomaw, Administrator of Motor Vehicles Division
Paul Burket, Administrator of Aeronautics Division
Dennis Moore, Administrator of Public Transit Division
Roland Casad, Budget Analyst, Executive Department
Jack Graham, Manager, Administrative Services
Fran Neavoll, Commission Services

2010 COMMITTEE

Rep. John Schoon
Lynn Newbry
 Wife, Charlotte
Babette Horenstein
Barbara Walker
Don Kerr
Sandra Lazinka
 Husband, Bob

(Vice Chairman Whitty and Commissioner Ford are also members of the 2010 Committee.)

Chairman Hollern welcomed the 2010 Committee and said the study of the park development into the next century will have a major impact on the next legislative session.

Lynn Newbry, Chairman of the 2010 Committee, said the group will meet monthly through July in various locations around the State to gather citizen reaction to issues presented in the Draft 2010 Plan, prepared by the Parks' staff. He mentioned the Press Conference, which had been held earlier in the day, announced the formation of the Committee and the commencement of the 2010 process. He stated that the Committee will need suggestions on how to finance future development and growth of the State Park system.

Chairman Hollern thanked the members for agreeing to serve on this Committee and stated that the Commission is looking forward to the final product.

The dinner meeting adjourned at 8:10 p.m.

On January 20, 1988, just prior to the agenda review, the Commission and Executive Staff gathered in the Director's Office for an informal coffee honoring Larry Rulien, State Highway Engineer, who would be retiring on January 31, 1988.

On January 20, 1988, at 8 a.m., the Commission met in the Director's office, 135 Transportation Building, Salem, for an agenda review. (Notice of the agenda review had been made by press release to newspapers of the local and general circulation.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Robert F. Duvall, Member
Cynthia J. Ford, Member
Robert N. Bothman, Director of Transportation
Gary Potter, Director of Administration
John Elliott, Special Assistant to the Director, Office of Public Affairs
Joe Christian, Director of Financial Management
David P. Moomaw, Administrator of Motor Vehicles Division
Paul Burket, Administrator of Aeronautics Division
Jack Sollis, Chief Counsel
Vicki Nakashima, Manager of Civil Rights Section
Jack Graham, Manager of Administrative Services
Fran Neavoll, Commission Services

Mr. Bothman advised the Commission that the delegation from the City of Salem previously scheduled to appear before the Commission would not be attending. He briefed the Commission on the status and funding for the Kuebler Boulevard-Cordon Road Project in Salem.

Mr. Bothman also advised the Commission on the two delegations, Mrs. Eldon Bragg and Ray Polani, scheduled to appear at the formal meeting. (See pages 7588-7590 for discussion.)

Mr. Bothman handed the Commission two pages of comments received concerning the Access Oregon Program from the various cities, counties, and local officials. (Copy in Commission's files, Salem.)

Mr. Bothman briefly mentioned the meeting on February 16, 1988, at Arlene Schnitzer Concert Hall in Portland at 2 p.m. with Governor Neil Goldschmidt.

Mr. Bothman also mentioned the April Commission meeting and the dinner meeting with the City of Portland.

Mr. Sollis introduced John Muir who would be replacing him upon his retirement in the Spring. He also mentioned that Cynthia Carter would handle the Highway Division matters.

Mr. Sollis briefed the Commission on the status of the license plate design contest. He said Richard Breen had filed a Complaint for Injunction, which outlined the following issues:

- 1) That the judges appointed failed to perform their statutory duty of viewing all 8,555 entries received.
- 2) That each entry contain no more than four colors.
- 3) That Mr. Breen's entry was not viewed by the judges.
- 4) That eight judges were appointed; and the statute required seven.

Mr. Sollis said the temporary restraining order was denied by a Marion County Judge but a preliminary injunction hearing will be held on Tuesday, January 26, 1988. Mr. Sollis advised the Commission to continue as planned and vote for the winning entry at their formal Commission meeting. (See page 7582.)

Mr. Rulien said that he would be presenting the two following items for the Commission's consideration at the formal meeting:

- 1) The allocation of \$50,000 for a consultant study with the City of Portland to improve a two-mile stretch of Interstate 5 along the east bank of the Willamette River near downtown Portland.
- 2) Increase in project authorization of \$303,318 on Contract No. 10,361 for the "E" Avenue-Ladd Street (Lake Oswego) Section of the Oswego Highway in Clackamas County.

(See page 7587 for approval.)

Commissioner Duvall stated that he would be leaving the formal meeting around 10 a.m.

Mr. Potter mentioned the Six-Year Highway Improvement Program Update public meetings and the dates were discussed. Commissioner Duvall had a conflict with the March 10 meeting and it was suggested that maybe Commissioner Bolender could attend in his place.

The agenda review adjourned at 8:30 a.m.

On January 20, 1988, the Oregon Transportation Commission held its regular monthly meeting in the Conference Room (122) of the Transportation Building in Salem beginning at 9 a.m. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
David F. Bolender, Member (on the phone)
Robert F. Duvall, Member
Cynthia J. Ford, Member
Robert N. Bothman, Director of Transportation
Gary Potter, Director of Administration
John Elliott, Special Assistant to the Director, Office of Public Affairs
Joe Christian, Director of Financial Management
Jack Sollis, Chief Counsel
David P. Moomaw, Administrator of Motor Vehicles Division
John Lilly, Assistant Administrator, Parks Division
Paul Burket, Administrator of Aeronautics Division
Dennis Moore, Administrator of Public Transit Division
Larry W. Rulien, State Highway Engineer
W. E. Schwartz, Assistant State Highway Engineer, Operations Branch
Don Adams, Assistant State Highway Engineer, Project Development Branch
Rick Kuehn, Region 1 Engineer
Jerry Heimbuch, District Engineer, Federal Highway Administration
Jack Graham, Manager, Administrative Services
Fran Neavoll, Commission Services

There were other staff persons present, including members of the news media.

Commissioner Bolender was connected by a speaker telephone from Pocatello, Idaho.

Vice Chairman Whitty moved for approval of the following items on the consent calendar and the motion carried unanimously by the Commission:

(Continued on next page)

- 1) Minutes of the meetings of December 14 and 15, 1987.
- 2) Adopted resolution declaring necessity of certain real property for public purposes and authorizing condemnation. ("Real Property Condemnation Resolution No. 2794" in Commission's files, Salem.)
- 3) Abandoned 18 damage claims totaling \$21,754.37 as follows:

<u>CAO #</u>	<u>Name</u>	<u>Amount</u>	<u>Damage</u>	<u>Reason for Abandonment</u>
85-507	Alan Jensen	\$2,116.04	Traffic control & pavement repair	Claim not filed within time permitted
86-344	Marlo Charles Peterson	\$ 880.78	Right-of-way fence	Warrant for arrest
86-454	William O'Key	\$2,247.53	Bridge	Liability cannot be proven
87-41	Mary Puett	\$4,150.38	Concrete barrier	Uninsured
87-164	Eleno Regrigres Juarez	\$1,834.35	Directional sign	Uninsured
87-187	Idaho Sand & Gravel Co., Inc.	\$6,852.88	Maintenance station	Claim settled
87-268		\$1,126.58	Driver killed	Owner cannot be located
87-349	Jack Schafer	\$2,545.83	Pavement & traffic control	Cannot prove liability

- 4) Research contract with Oregon State University to evaluate tests and prepare specifications which can be used with polymer modified asphalt hot mixes for an 18-month period under the Highway Planning and Research Program during Fiscal Years 1988 and 1989. Project cost approximately \$57,000; contract will be for approximately \$50,000. (Authorized State Highway Engineer to sign contract.)
- 5) Research contract with Oregon State University to study the effectiveness of antistrip agents in asphalt stripping for an 18-month period under the Highway Planning and Research Program during Fiscal Years 1988 and 1989. Project cost approximately \$40,000; contract cost approximately \$32,000. (Authorized State Highway Engineer to sign contract.)

- 6) Interagency agreement with Oregon State University for Phase II of the Heavy-Vehicle Electronic License Plate Automatic Vehicle Identification Field Testing at a cost of \$55,830. Work includes installation and field testing new equipment at three sites. Funding for the project is provided by the Crescent States through the Arizona Department of Transportation. The overall project funding will be increased to \$237,500. (Authorized State Highway Engineer to sign contract.)
- 7) Transferred \$75,000 and granted a 12-month extension of time with the Arizona Department of Transportation to continue the Heavy-Vehicle Electronic License Plate Automatic Vehicle Identification field tests. The scope of work has increased resulting in the need for additional funding from \$162,500 to \$237,500. (Authorized State Highway Engineer to sign necessary contract.)
- 8) Authorized payment of \$14,182 for 1988 membership dues to the American Association of State Highway and Transportation Officials.
- 9) Personal service contract with Ben Gerwick to provide construction engineering consulting services on the Alsea Bay Bridge Project, Oregon Coast Highway, Lincoln County, for a three-year period at a cost of \$40,000. (Authorized State Highway Engineer to sign contract.)

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegated orders. (Exhibits are in the Commission files in Salem.)

Chairman of Commission	Exhibit A
Vice Chairman of Commission	Exhibit B
State Highway Engineer	Exhibit C
Assistant State Highway Engineer	Exhibit D
Right of Way Manager	Exhibit E
Parks Administrator	Exhibit F
Aeronautics Administrator	Exhibit G
Chief Counsel	Exhibit H
Highway Controller	Exhibit I

The Commission unanimously confirmed their next meeting date of February 16, 1988, in Portland at the Red Lion, 310 S.W. Lincoln Street, at 9 a.m., with a dinner the preceding evening. A tentative date for the following meeting was set by the Commission for March 14 and 15, 1988, in Salem. Mr. Bothman also mentioned the meeting on February 16, 1988, at 2 p.m., with Governor Neil Goldschmidt at the Arlene Schnitzer Concert Hall in Portland.

Chairman Hollern read a resolution honoring Larry Rulien, who will be retiring on January 31, 1988, and presented him with a plaque expressing the Commission's appreciation and respect for his service. Commissioner Ford moved for adoption of the following resolution and the motion carried unanimously:

WHEREAS, the Oregon Highway Division provides a vital service to Oregonians in their needs for travel and commerce by improving and maintaining the state's highway system, and

WHEREAS, Larry W. Rulien has devoted nearly 35 years of service to Oregonians through his career at the Highway Division, and

WHEREAS, Larry W. Rulien is retiring January 31, 1988 as state highway engineer,

NOW, THEREFORE BE IT RESOLVED that the members of the Oregon Transportation Commission express their deep appreciation of, and respect for, his service and extend their gratitude to him on behalf of the people of Oregon.

Chairman Hollern thanked Mr. Rulien for his service as State Highway Engineer.

Mr. Elliott presented the five finalists in the license plate design contest. He recalled that legislation directed the Department to conduct a Statewide contest, which drew more than 8,550 entries. He said the law specified that the Commission appoint a panel of seven judges and at the September meeting, judges were chosen. A request for a temporary restraining order was denied in the Marion County Circuit Court and the matter will be discussed later at a hearing. He said that Legal Counsel has advised that the Commission should select a winner and issue the check. Before voting, Chairman Hollern asked if there was anyone in the audience who would like to address the issue of the license plate contest. There were no responses.

Commissioner Bolender moved that his vote go for the design with the name on the back of the design as Dwight Allen of Portland. He described the design on the phone as the mountains, City of Portland, and a farm area with Douglas fir trees. Chairman Hollern said that is the design with the horizontal green or turquoise stripes, shown as Design No. 1 on the wall display.

Vice Chairman Whitty voted for Number 5, which was the design with the background of two mountain ridges and a brown Evergreen tree in the center foreground; however, he stated that he would prefer the tree to be green. (Designed by Nancy Westman.)

Commissioner Bolender said he chose the Allen entry due to its broad and statewide representation on the plate as it included the largest city in Oregon, the rural community, plus the forest and the mountains.

Vice Chairman Whitty said he preferred Allen's design at first as he liked the items contained on the plate; but when looking at it from a distance with a plate holder, he felt that a lot of the design tend to disappear. He felt that the Nancy Westman design would be more visible at a distance.

Commissioner Ford said she agreed with Vice Chairman Whitty and would select the Westman design for the same reasons, with the stipulation that the Commission consider changing the color of the tree from brown to green. She said she didn't like to reflect the drought conditions of the State.

Commissioner Duvall said he voted for Number 5 (Westman design) because it was a striking design. He said from his sense of what to accomplish in a license plate is quick recognition rather than a study of detail. He agreed with Commissioner Bolender's comments; however, he felt that Number 5 would work better for the purpose of a license plate. He also felt that a green tree would be symbolic of Oregon and more suitable.

A formal vote was taken as follows:

Plate No. 1 (Dwight Allen's design) Commissioner Bolender

Plate No. 5 (Nancy Westman's design) Commissioners Hollern, Whitty, Ford, and Duvall.

Chairman Hollern announced the winning license plate design of Nancy Westman, who was present in the audience. He asked Ms. Westman how she would feel if the tree was changed to green. Ms. Westman said the Commission has the right to change that and she would leave the decision up to the Commission. She said she was trying to depict that Oregon was beautiful and warm. She tried to use colors that were compatible with Oregon's gold and blue colors and she was trying to make a silhouette more than an actual tree. Chairman Hollern said it was the consensus of the Commission that they would like to look at modifying the color and Ms. Westman agreed to work with the staff.

Susan Harchenko, Budget Officer, said activities are under-way for preparation of the 1989-91 biennium budget. She explained that the budget request as submitted to the Executive Department will consist of three major elements: 1) the base budget; 2) decision package; and 3) reduction option package. She reviewed the schedule previously mailed to the Commission, which contained both legislative concepts and budget preparation. (Copy in Commission's files, Salem.) She said the Commission will be asked to provide guidance and direction to the Division management.

Rosalyn Shirack, Revenue Analyst with the Financial Management Branch, gave the Commission an update on the revenues received by the Department for the quarter ending December 31, 1987. (Summary revenue report in Commission's files, Salem.) She said the revenues do not include any Federal Funds or State General Funds. She summarized the revenues as follows:

- 1) The Highway Division revenues received were \$59,073,380 (3.5% above the budget forecast).
- 2) The Parks Division revenues received were \$1,911,544 (13.2% above the budget forecast, mainly because park user fee collections were higher than expected).
- 3) The Aeronautics Division revenues received were \$268,300 (9.1% below the budget forecast, because aviation fuel taxes and pilot registration fees were below projected levels).
- 4) The Public Transit Division revenues received were \$742,916 (1.0% below the budget forecast).

Mr. Erik East, Chief Planner for the Public Transit Division, reported that the U. S. Department of Energy had granted approval of \$3 million in Stripper Well Funds for urban area public transit projects in Oregon, as a match to local, State and Federal Funds. He recalled that the Stripper Well Funds are a result of court actions against various oil companies for alleged price control violations and are intended to provide restitutionary and energy conservation benefits, either directly or indirectly, to petroleum product consumers within the State. Projects approved by the Department of Energy were:

(Continued on next page)

<u>Applicant</u>	<u>Project</u>	<u>Amount</u>
Rogue Valley Transportation District	Construction of a permanent off-street transfer center in downtown Medford.	\$ 168,344
Tri-Met	Purchase 57 buses	1,606,465
Tri-Met	Computer equipment to improve efficiency of rail and bus scheduling.	116,000
Tri-Met	Construction of intermodal transit facilities:	
	a. Transit system management	184,996
	b. Park & Ride stations	212,400
	c. Westside light-rail preliminary engineering	651,288

Mr. East said the Division had applied for \$4 million in Stripper Well Funds. The projects not approved were the Lane Transit District Maintenance Facility and bus washing equipment for the Rogue Valley Transportation District. He mentioned they are in the process of putting together an appeal for those projects. He said contracts will now be prepared for dispersal of the funds.

Mr. Moomaw requested authority to execute an interagency contract with Oregon State University, Department of Industrial and Manufacturing Engineering, to determine the most cost-effective use of receptionists in the Field Offices. The contract will not exceed \$7,875 and will terminate on August 15, 1988. He said the study will consider the feasibility of employing receptionists on a year-round, seasonal, part time or full-time basis. Vice Chairman Whitty moved for approval of the contract. The motion carried unanimously by the Commission.

Mr. Burket gave an update on the aviation reauthorization act. He said the President has signed into law the Airport and Airway Capacity Expansion Act of 1988, which provides \$1.7 billion per year for the next five years. He reported that this will increase the availability of funds for Oregon for airport improvement programs. He discussed some of the features of the act, such as the extended essential air service program, the Loran-C Study, and the tax trigger provision dealing with the issue of the surplus in the Trust Fund.

Mr. Lilly reviewed with the Commission the background and history of the scenic waterway program. He recalled that the 1987 Legislature designated three segments (approximately 82.5 miles) of the Upper Deschutes River in Jefferson and Deschutes Counties as a scenic waterway. He requested the Commission adopt land management rules for the newly designated river segments. He explained that the proposed rules classify various river areas as scenic, recreational, natural or river community areas depending upon the amount and type of existing development. He said the basic objective of the management rule is to protect the outstanding scenic beauty of the river while not burdening landowners with unnecessary regulations. He mentioned that two public hearings were held; the staff has reviewed the comments received and adjustments were made to the final rules regarding timber harvest. Vice Chairman Whitty called to his attention two typographical errors in the rule. Commissioner Duvall moved for adoption of the rule (Amending OAR 736-40-010 and adopting new rules) and the motion carried unanimously. (See "Scenic Waterway Rule No. 2 p", in Commission's files, Salem. The permanent rule will be filed with the Secretary of State and published in their Administrative Rule Bulletin following concurrence by the Department of Water Resources.)

Mr. Rulien requested three changes to the current Six-Year Highway Improvement Program. Commissioner Duvall moved for approval. The motion carried unanimously by the Commission for the following changes to the Program and authorized the State Highway Engineer to sign the necessary agreements:

ADD TO THE SIX-YEAR PROGRAM

SECTION:	Oregon Coast Hwy. @ Salishan Lodge
HIGHWAY:	Oregon Coast
COUNTY:	Lincoln
PROGRAM YR:	1988
FUNDING:	Developer
	Total Estimated Cost: \$ 80,000
DISCUSSION:	There has been increased traffic in and out of the resort area warranting additional traffic control. The addition of a fully-actuated traffic signal would facilitate movement in and out of the resort, and cross traffic to and from the shopping mall directly across the highway.
IMPACT:	Developer funds will finance 100% of the cost.
SECTION:	Oregon 99 - ECL (Roseburg)
HIGHWAY:	North Umpqua
COUNTY:	Douglas
PROGRAM YR:	1988
FUNDING:	Douglas County: \$ 250,000
	State Maintenance: \$ 102,000
	Total Estimated Cost: \$ 352,000
DISCUSSION:	This section of highway is being transferred from County ownership to State ownership, but has deteriorated beyond the point of maintenance. This project would cold plane existing outside lanes, replace with AC, and overlay all lanes.
IMPACT:	The County will fund \$250,000 of the project. The project must be completed by the end of June, otherwise County funds will not be available. The State is to make up the difference in funding from the maintenance budget.

(Continued on next page)

ADVANCE FROM THE DEVELOPMENT PROGRAM TO CONSTRUCTION PROGRAM

SECTION:	Dixie Summit - Austin Junction	
HIGHWAY:	John Day	
PROGRAM YR:	1988	
FUNDING:	Federal Lands Highway (FLH) Funds:	\$4,000,000
	State:	\$ 286,000
	Total Estimated Cost:	\$4,286,000
DISCUSSION:	The project is in the current program for development through final plans in 1988. Construction calls for widening to 34', grinding existing surface, adding cement treated base, and paving with a 4" wearing surface.	
IMPACT:	FHWA recently approved several projects nationwide to be funded with FLH funds in federal fiscal 1988. The amount approved by FHWA is for \$4,000,000, and must be obligated by September 30, 1988. Those funds not obligated by the end of fiscal year 1988 will lapse.	

Mr. Rulien briefed the Commission on a recent low bid submitted on November 19, 1987, by Stach Construction Company, Inc., and Stach Equipment, Inc., a joint venture, on the Joe Ney Slough Bridge, Crown Point County Road, Coos County (Contract No. 10,528). He explained that the day after the bid opening, Henry Stach informed the Division that he wanted to withdraw his bid as he had not included profit, overhead, and certain indirect costs. A review of the bid proposal did not reveal any errors that were obvious or verifiable. The contract documents were sent to the contractor for execution but were returned unsigned, accompanied by a letter from his attorney. (Letter in Commission's files, Salem.) Mr. Rulien said, in accordance with Section 103.07 of the 1984 Standard Specifications for Highway Construction, he is recommending forfeiture of the bid bond. (Detailed letter from Mr. Rulien to the Commission in Commission's files, Salem.) Vice Chairman Whitty moved for approval and the motion carried unanimously by the Commission to seek forfeiture of the bid bond.

Mr. Rulien requested authority to enter into an agreement with the City of Portland to hire a consultant to study ways to improve a two-mile stretch of Interstate 5 along the east bank of the Willamette River in Portland. The consultant would examine alternatives for the corridor and analyze existing design developed by the City and State. The cost of this agreement with the City is \$50,000 and the City will match the remaining \$50,000 for the study to be concluded by June 30, 1988. Commissioner Bolender moved for approval of this agreement. The motion carried unanimously and the Commission also authorized the State Highway Engineer to sign the agreement.

Mr. Rulien requested authority to increase the project authorization on Contract No. 10,361 for the "E" Avenue-Ladd Street (Lake Oswego) Section of the Oswego Highway (State Street) in Clackamas County by \$303,318 (13.7% increase). He explained that the overrun consisted of engineering, anticipated contingencies, and contract items. Commissioner Ford moved for approval. The motion carried unanimously by the Commission.

Mr. Sollis announced that he was retiring at the end of May and on February 1, 1988, Bob Muir will resume duties as attorney in charge of the General Government Section. He also introduced Cindy Carter, who will become the Highway Division attorney.

Commissioner Bolender asked to be excused from the meeting via telephone. Chairman Hollern adjourned the meeting at 10:05 a.m. for a five-minute recess.

Chairman Hollern reconvened the meeting at 10:15 a.m.

Senator Mae Yih of Albany introduced Mrs. Eldon Bragg and she also recognized in the audience about 25 residents from Albany. Senator Yih said this delegation is concerned about the high noise level on I-5 and Highway 20 near Lehigh Acres in Albany, Linn County. She indicated there are approximately 173 families residing in this area. The noise level is exceedingly high and a barrier is urgently needed. She mentioned that according to a Departmental policy a barrier would be constructed, if the residents provide one-third of the funds. She read a letter pointing out the unique situation of the I-5, Santiam Highway intersection, summarized as follows: (Letter in Commission's files, Salem.)

- 1) The area is located where there are four off and on southbound and northbound ramps. The Santiam Highway overcrosses I-5.
- 2) There is a grade change below the Santiam overcrossing. The dip causes vehicles and trucks to accelerate and decelerate right in that area.
- 3) The new scoring of the concrete surface completed in 1986 caused a significant increase in the noise pitch.
- 4) Several of the houses were built in 1956 before 1958 when the highway was built. At that time no barrier was installed due to the size of the trucks and the volume of traffic was not as high as now.

Senator Yih mentioned that none of the residents in the Lehigh Acres can afford to pay due to being unemployed, single parenting, fixed incomes, health problems, and seasonal work. She asked for the Commission's consideration to this unique situation, which requires an exception to the policy.

The Commission listened to a tape recording of the freeway noise, which Mrs. Bragg had recorded inside her home.

Mrs. Bragg reiterated Senator Yih's comments. She also presented a written presentation, summarized as follows:

- 1) Sound studies have been taken which confirm an excessive noise level.
- 2) Prior to the new reconstruction of the highway, the residents were able to live with the noise.
- 3) Property values have fallen.
- 4) Of the \$160,000 cost to install the barrier, two amounts of \$30,000 and \$50,000 have been quoted as the resident's share.

Mrs. Bragg suggested the following solutions:

- 1) Install a barrier now to give relief, and prorate the cost over the next 5 to 6 years when presumably a change of lanes or ramps will be due.
- 2) Build a cheaper sound barrier.

Mrs. Bragg also suggested changes for a better general noise mitigation policy.

Mrs. Bragg presented a two-page written document entitled "Data on Highway Noise", petition signed by individuals, many letters of concern, and newspaper clippings. (Material in Commission's files, Salem.)

Chairman Hollern thanked the delegation for a very thorough presentation. He mentioned that Mr. Bothman had gone to the location and he did agree there is clearly a noise problem. He said the difficulty is there are a number of locations next to State Highways where there are similar noise problems. After considerable discussion, Chairman Hollern asked that the delegation work with staff to see if there were any possible approaches to solving the noise problem. He said Mr. Anhorn or Mr. Bothman will be in touch with Mrs. Bragg to work out a solution.

Bob Sweany, Chairman, Tri-County Transportation Task Force, Corvallis, appeared concerning Highways 20 and 34. He said this Task Force represents all the local communities in Linn, Benton, and Lincoln Counties, who have worked together to develop a regional set of priorities for highway improvements. A copy of the priorities was handed the Commission. (Copy in Commission's files, Salem.) He said they were concerned that the Six-Year Highway Improvement Program Draft showed the delay of nine projects and the omission of Highways 20 and 34 from the Access Oregon Program. He felt these highways were critical to the economy of the entire State.

Richard Stach, County Commissioner from Linn County, described the new economic developments occurring in Harrisburg, Lebanon, Sweet Home, Corvallis, Toledo, and Philomath. He also mentioned that these highways are critical routes to Bend and to the coast from the valley. He felt that an adequate transportation system to access Oregon State University was essential to Oregon's Comeback.

John M. Mohr, General Manager of the Port of Newport, spoke regarding the number of tourists visiting Lincoln County and the importance of the Port in shipping. He commented concerning the new industrial park in Toledo, the new performing arts center in Newport, the Oregon Coast Aquarium, the Wolf Tree Resort south of Newport, and the many other tourism investments being made in the scientific research capacity in Newport. He felt that improving Highways 20 and 34 is a sound investment with a high yield. (Written presentation in Commission's files, Salem.)

William D. Cahill, District 4 Council of Governments, Corvallis, mentioned the overall costs and benefits of improving these highways. He encouraged the Commission to invest funds wisely on Highways 20 and 34.

Chairman Hollern thanked the delegation for an excellent presentation and assured them that their presentation and the submitted material would be considered in the Six-Year Highway Improvement Program planning process.

Ray J. Polani, Chairperson for Citizens for Better Transit, Portland, spoke concerning the Transportation 2020 Project, which is an effort to develop a national transportation plan. Mr. Bothman interjected that the purpose was to build a new highway act. Mr. Polani summarized his written presentations as follows: (Copy of written documents in Commission's files, Salem.)

- 1) A railroad and public transit network re-development is an essential component to Oregon's Comeback.
- 2) There is a need to correct the present imbalance between the road and rail systems.
- 3) There needs to be the ability to use highway trust funds for financing rail improvements.
- 4) He recommended a sizeable increase in Federal highway user charges to be earmarked specifically for the rebuilding of a national rail infrastructure network.
- 5) He recommended establishment of a Rail Division within the Oregon DOT with the responsibility to acquire, modernize and maintain railroad right of ways which are being offered for sale by the various private companies.

Chairman Hollern thanked him for his presentation.

There being no further business to consider, Chairman Hollern adjourned the formal meeting at 11:15 a.m.

At 11:27 a.m., in the Conference Room, Chairman Hollern called the workshop to order. The same persons were present as at the formal meeting. The purpose of the workshop was to discuss the investment management strategy.

Mr. Potter gave a brief overview of the strategies developed at the Silver Falls Workshop. He said the multi-modal transportation plan strategy had been taken to the Local Officials Advisory Committee and received good comments. He outlined a schedule for the remaining year as to the development of the transportation plan for the 1989 Legislature.

Mr. Adams reviewed the information presented at last month's workshop, which included two "decision arenas" of planning and implementation. As requested at the workshop, the idea of seeking means of additional funding from the "decision arenas" was eliminated. He said after the last workshop additional studies were made on the investment management strategy and he discussed the following thoughts: (Written outline in Commission's files, Salem.)

- 1) Strategy means to attain a goal or a plan at the broadest level.
- 2) Develop a process for decision making for all Divisions.
- 3) Implement the decision process by the following:
 - a) Identify decision points by the Commission or Administrators to be reviewed by Commission.
 - b) Use the process.
 - c) Evaluate effective use of the process.

Mr. Adams then discussed the process as follows:

- 1) Identify decision point.
- 2) Relate to the mission; the need or should it be done.
- 3) Develop alternatives; include "no build".

(Continued on next page)

- 4) Evaluate alternatives by:
 - a) Use appropriate criteria.
 - b) Evaluate financial impact to other programs.
 - c) Evaluate implementation.
- 5) Select alternative.
- 6) Report why recommended decision made and evaluation methods and measure.
The report should answer the question:
Are resources put in the right place?

Mr. Adams then displayed a chart entitled "decision points" for all the Divisions, which showed the Competing Funds, State General Funds and State Highway Funds. The items listed on the chart could be reviewed routinely by the Commission and considered in the budget process. (Chart in Commission's files, Salem.)

There was discussion concerning comparing the programs of construction, maintenance, project development, and administration.

Chairman Hollern said the staff should come up with the logical alternative strategies and come to the Commission with the alternatives. He said the staff should compare programs that include the preservation program, shelf projects, etc., and the alternatives if not included.

Vice Chairman Whitty suggested working on a "demonstration" project in the highway program with a dollar figure and present this at the next workshop.

The investment workshop adjourned at 12 noon.

At 12 noon in the Director's office, a luncheon was held with the Commission, Executive Staff, License Plate Contest Judges, In-House Judges, and license Plate Finalists. (Notice of the luncheon had been made by press release to newspapers of local and general circulation throughout the State.) Introductions of the attendees were made and Chairman Hollern thanked everyone present for their participation in the contest.

At 12:40 p.m., in the Large Conference Room, the Transportation Commission, Executive Staff, License Plate Judges, finalists, and news media gathered for the official presentation of the award by Governor Neil Goldschmidt. (Notice of this presentation had been made by press release to newspapers of local and general circulation throughout the State.)

Chairman Hollern welcomed everyone to the presentation and then introduced the in-house judges who did the initial screening, five of the contest judges, the finalist, and the governor.

Governor Goldschmidt presented the five finalists, Dwight Allen, Wayne Mays, Sarah O'Donnell, Steven Schwanke, and Nancy Westman with a plaque. He also presented the winner, Nancy Westman, with a \$1,500 check. Assisting with the presentation was Alex Tilson, who had initiated the contest.

The presentation adjourned at 12:45 p.m.

At 1 p.m., in the Large Conference Room, a workshop was held with the same persons present as at the formal meeting.

Mr. Christian said the purpose of the workshop was to discuss budget issues for the 1989-91 biennium.

Mr. Bothman discussed the Department-wide issues as follows:

- 1) Staffing levels: Objective is to maintain or reduce the size of the Department. Restricted hiring should be considered in the next budget.

Chairman Hollern said it would be highly desirable in terms of credibility if the Department could respond to the Legislature that there are fewer employees than two years ago, unless there are some overriding reasons.

- 2) Contracting out: Criteria needs to be established for contracting the Department's work to the private sector. There is a need to establish some kind of a current level of contracting out work and then establish a target for the next budget.
- 3) Administrative costs: There should be a theme in the next budget to reduce those costs as a means to be more productive and to produce delivery of services.
- 4) Capital improvements: Considerations should be: a new Transportation Building, a parking structure, new Motor Vehicles Office, new Region Offices, Maintenance Stations, and leasing vs. buying equipment. Mr. Bothman said he felt it was not appropriate to request a large capital improvement budget.

(Continued on next page)

- 5) Program enhancements: The theme should be to make program enhancements within the existing budgets.
- 6) Personnel programs: Enhance the employee environment.

Vice Chairman Whitty said if new programs were cut, he would like to see why they were eliminated from the budget. The parking shortage around the Transportation Building was also discussed.

Mr. Burket discussed the three following budget issues for the Aeronautics Division.

- 1) Should the Division attempt to maximize the increased Federal Airport Improvement Funds? If there are no increase in State revenues, how does the Division obtain 10% matching funds for increased projects on State-owned airports?
- 2) Should the Division submit legislative measures to increase revenues? Mr. Burket discussed the Aviation Financial Task Force recommendations.
- 3) Identification and emphasis on airport improvements and/or air service to support regional economic development strategies.

Chairman Hollern suggested contacting the local governments and private sector to make them aware of the revenue situation and to identify any airport improvement projects in their area. He felt that through a cooperative effort with the local governments or private sector that possibly the local match could be met. (See briefing outline in Commission's files, Salem.)

Three budget issues for the Central Services Division were discussed as follows:

Mr. Christian outlined the two following issues:

- 1) Transferring the Highway Division Accounting Section staff to Central Services would be a decision package in the budget process.
- 2) STARS. The resources to accomplish Phase 1 and Phase 2.

Mr. Potter discussed the third budget issue as the rail program. He identified a \$4½ million need for branchline rehabilitation and \$5½ million for rail corridor preservation for future transportation needs.

Mr. Rulien discussed the three issues involving the Highway Division as follows:

- 1) Maintenance vs. preservation contracts.
- 2) Manpower levels, such as staffing, contracting out, size of project development in the Six-Year Highway Improvement Program, and automation.
- 3) Adequate response to STARS, the performance audit, and the study of contract administration.

Mr. Moomaw discussed the two Budget issues involving the Motor Vehicles Division as:

- 1) Reduction of Highway Fund subsidy for Motor Vehicles programs. (Handout given to Commission in Commission's files, Salem.)
- 2) Expanding/upgrading the DMV Headquarters office in Salem.

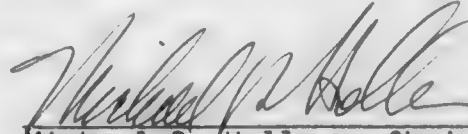
Mr. Lilly consolidated the Parks Division issues into three basic items. (Ten issues were identified. See written document in Commission's files, Salem, for seven other issues.)

- 1) 2010 Study outcome. (Many of the seven other issues will be considered in this study.)
- 2) Regional strategies involving State Parks.
- 3) Funding.

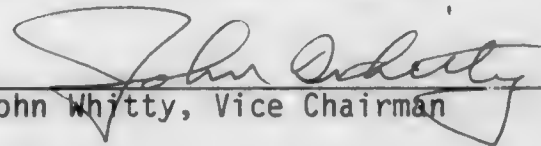
Mr. Moore briefed the Commission on Public Transit's four budget issues as follows:

- 1) Funding alternatives.
- 2) Gramm-Rudman impact.
- 3) Light rail development, design and financing.
- 4) Cigarette tax increase for the elderly and handicapped special transportation fund program.

Chairman Hollern adjourned the workshop at 2 p.m.



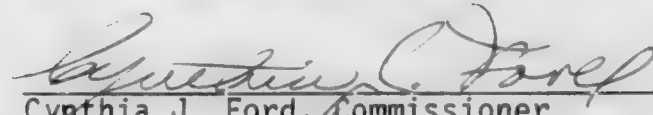
Michael P. Hollern, Chairman



John Whitty, Vice Chairman



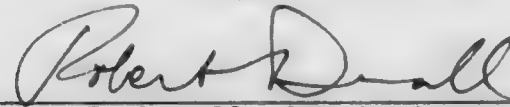
David F. Bolender, Commissioner



Cynthia J. Ford, Commissioner



Commission Services



Robert F. Duvall, Commissioner

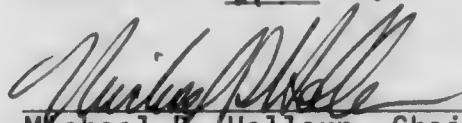
EXHIBIT A
MINUTES OF 1-20-88

TO: Oregon Transportation Commission
SUBJECT: Report of Action Taken Under Delegated
Authority

By your duly adopted delegated order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

- 1) Supplemental agreement with Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company, Pacific Northwest Bell Telephone Company and Racom Communications to supply electricity to Union Pacific's communication station on Mt. Emily in Union County. This supplement is admitting Racom Communications as a participant in this agreement. (Authorize State Highway Engineer to sign supplement.)

Dated this 2 day of December, 1987



Michael P. Hollern, Chairman
Oregon Transportation Commission

11-24-87

APPROVED


STATE HIGHWAY ENGINEER

Date 11/25/87

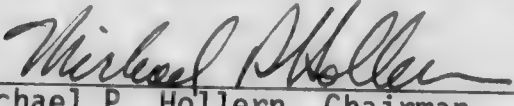
EXHIBIT A
MINUTES OF 1-20-88

TO: Oregon Transportation Commission
SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

Supplemental Agreement No. 1 with Washington State Department of Transportation for maintenance of the old Umatilla Bridge across the Columbia River between Oregon and Washington on the McNary Highway #70 (I-82). This supplement is to cover the new north-bound interstate bridge and will remain in effect until construction is completed and the bridge is turned over to Washington's maintenance division. The cost of maintenance will be shared equally by Washington and Oregon. (Authorize State Highway Engineer to sign agreement.)

Dated this 14 day of December, 1987


Michael P. Hollern, Chairman
Oregon Transportation Commission

12-1-87

APPROVED


STATE HIGHWAY ENGINEER

DATE: 12/2/87

EXHIBIT A
MINUTES OF 1-20-88

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project N.E. 111th Drive - N.E. 181st Avenue
(Contract No. 10,535)
Grading, Paving, Structures, Signs,
Type of Work Illuminations, and Signals F.A. Proj. No. 1-IR-84-1(11)10
County Multnomah Highway Columbia River Highway
No. of Bidders 3 Low Bidder Kiewit Pacific Company, Vancouver, WA
ALT. "A"
Low Bid \$21,144,867.50

Engineer's Recommendation: Award to low DBE/WBE responsive bidder subject to concurrence of FHWA.

2nd Bidder: Morrison-Knudsen Company, Inc. \$21,777,914.00
3rd Bidder: Ledcor/Seacon Inc. & Seacon Corp. AJV \$22,403,321.00

No. 2 Project Carter Creek (Devitt Creek) Bridge Section
(Contract No. 10,536)
Type of Work Grading, Paving & Culvert F.A. Proj. No. BRS-120(4)
County Benton Highway Eddyville - Blodgett Highway
No. of Bidders 10 Low Bidder Morse Bros., Inc., Lebanon
Low Bid \$73,321.22

Engineer's Recommendation: Award to low bidder.

No. 3 Project Myrtle Creek Highway at Chadwick Lane
(Contract No. 10,537)
Type of Work Grading & Paving F. A. Proj. No. RS-A414(2)
County Douglas Highway Myrtle Creek Highway
No. of Bidders 4 Low Bidder Don Haisch Construction Inc., Portland
Low Bid \$307,892.00

Engineer's Recommendation: Award to low DBE/WBE responsive bidder.

2nd Bidder: Roseburg Paving Company \$318,143.50
3rd Bidder: Huffman & Wright Logging Co. \$329,836.00

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 12-23-87

EXHIBIT A
MINUTES OF 1-20-88

No. 4 Project Hunger Creek (Kincaid Road) Bridge
(Contract No. 10,538)
Type of Work Grading, Paving, & Structure F.A. Proj. No. BROS-1700(4)
County Josephine Highway Kincaid Road (County Road)
No. of Bidders 6 Low Bidder Stach Construction Co., Inc., Grants Pass
Low Bid \$135,247.00

Engineer's Recommendation: Award to low DBE/WBE responsive bidder subject to concurrence of Josephine County and receipt of deposit by the County.

2nd Bidder: Ausland Construction Inc.	\$146,984.80
3rd Bidder: Holm II, Inc.	\$149,613.50

No. 5 Project Oglesby Creek Bridge
(Contract No. 10,539)
Type of Work Grading, Paving & Structure F.A. Proj. No. BRF-21-1(16)
County Lincoln Highway Corvallis-Newport Highway
No. of Bidders 5 Low Bidder Morse Bros., Inc., Lebanon
Low Bid \$173,616.00

Engineer's Recommendation: Award to low bidder.

No. 6 Project Jefferson Highway @ Scravel Hill Road Section
(Contract No. 10,540)
Type of Work Grading, Paving, Structure & Flashing Beacon F. A. Proj. No. HES-RS-119(1)
County Linn Highway Jefferson Highway
No. of Bidders 7 Low Bidder North Santiam Paving Company, Stayton
Low Bid \$182,858.20

Engineer's Recommendation: Award to low DBE/WBE responsive bidder subject to concurrence of FHWA.

2nd Bidder: River Bend Sand & Gravel Co.	\$186,186.19
dba Salem Road & Driveway Company	\$188,529.00
3rd Bidder: Morse Bros., Inc.	

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 12-23-87

EXHIBIT A
MINUTES OF 1-20-88

No. 7 Project Willow Springs (Danger Point) Bridge
Type of Work Grading, Paving & Culvert F.A. Proj. No. (Contract No. 10,541)
RS-B497(2)
County Malheur Highway Harper-Westfall Road (County Road)
No. of Bidders 15 Low Bidder Ontario Asphalt & Concrete, Ontario
Low Bid \$94,052.50

Engineer's Recommendation: Award to low bidder subject to concurrence of Malheur County and receipt of deposit by County.

No. 8 Project Pacific Highway @ Hawthorne Avenue (Salem)
Type of Work Grading, Paving, Signing, Illumination, & Traffic Signals F.A. Proj. No. (Contract No. 10,542)
IRG-5-5(107)256
County Marion Highway Pacific Highway
No. of Bidders 3 Low Bidder Benton Electric, Inc., Albany
Low Bid \$164,755.75

Engineer's Recommendation: Award to low DBE/WBE responsive bidder subject to concurrence of FHWA.

2nd Bidder: Cherry City Electric, Inc.	\$168,050.50
3rd Bidder: Hamilton Electric, Inc.	\$169,302.81

No. 9 Project Abiqua Creek - "C" Street (Silverton) Section
Type of Work Grading & Paving F. A. Proj. No. (Contract No. 10,543)
F-75(22)
County Marion Highway Hillsboro-Silverton
No. of Bidders 5 Low Bidder Horse Bros., Inc., Lebanon
Low Bid \$295,860.35

Engineer's Recommendation: Award to low DBE/WBE responsive bidder subject to concurrence of FHWA.

2nd Bidder: N. Santiam Paving Company	\$307,332.23
3rd Bidder: River Bend Sand & Gravel Co., dba Salem Road & Driveway Co.	\$311,654.75

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 12-23-87

EXHIBIT A
MINUTES OF 1-20-88

No. 10 Project Mt. Hood Highway @ Palmquist Road & Orient Drive (Gresham)
(Contract No. 10,544)
Type of Work Grading, Paving,
Signing, & Signals F.A. Proj. No. HES-24(37) & M-HES-9873(1)
County Multnomah Highway Mt. Hood Highway
No. of Bidders 6 Low Bidder Hamilton Electric, Inc., Eugene
Low Bid \$148,434.28

Engineer's Recommendation: Award to low DBE/WBE responsive bidder subject to concurrence of FHWA.

2nd Bidder: M & J Electric Inc., dba	
Marine & Industrial Electric	\$159,103.00
3rd Bidder: M & H Electric, Inc.	\$165,532.00

No. 11 Project Irrigon - Umatilla Section
(Contract No. 10,545)
Type of Work Grading & Paving F.A. Proj. No. F-18(7)
County Morrow & Umatilla Highway Columbia River Highway
No. of Bidders 9 Low Bidder Bob Angell, Inc., Eastside
Low Bid \$1,351,914.55

Engineer's Recommendation: Award to low DBE/WBE responsive bidder subject to concurrence of FHWA.

2nd Bidder: Blue Mountain Paving Company	\$1,367,025.55
3rd Bidder: Kiewit Pacific Company	\$1,412,726.00

No. 12 Project Washington Circle Access (Tigard) Section
(Contract No. 10,546)
Type of Work Traffic Signal Installation F. A. Proj. No. State
County Washington Highway Beaverton-Tualatin Highway (Hall Blvd.)
No. of Bidders 9 Low Bidder M & J Electric Inc., dba
Marine & Industrial Electric, Portland
Low Bid \$49,999.00

Engineer's Recommendation: Award to low bidder.

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 12-23-87

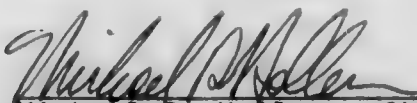
EXHIBIT A
MINUTES OF 1-20-88

No. 13 Project Deer Creek Bridge
Type of Work Grading, Paving & Structure F. A. Proj. No. (Contract No. 10,547)
BR05-3600(7)
County Yamhill Highway Smithville Road
No. of Bidders 8 Low Bidder Holm II, Inc., Stayton
Low Bid \$115,930.00

Engineer's Recommendation: Award to low bidder subject to concurrence of Yamhill County and receipt of deposit by the County.

On December 23, 1987, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on December 17, 1987, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 1, 3, 4, 6, 8, 9, 10 and 11 if the low bidder fails to meet the requirements for the disadvantaged-woman business enterprises, award will be made to the next lowest responsive bidder pending DBE/WBE review and cost justification.

Dated this 5th day of January, 1988



Michael P. Hollern, Chairman
OREGON TRANSPORTATION COMMISSION

EXHIBIT A
MINUTES OF 1-20-88

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under
Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the action listed below and report this action for your official records:

On December 22, 1987, approved the acceptance by Parks and Recreation Division of three gifts of land as described below:

Milo McIver State Park

Grant Schiewe donated a 14.6 acre parcel of land adjoining Milo McIver State Park in Clackamas County. This is a wooded tract fronting on the Clackamas River.

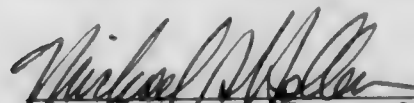
Agate Beach State Wayside

Robert C. Bellon donated a 0.34 acre parcel of ocean front land adjacent to the north end of Agate Beach State Wayside in Lincoln County.

Hat Rock State Park

Ruth Dodd Fischer donated her one-half interest in nine lots adjacent to Hat Rock State Park in Umatilla County. The lots fall within an area described on the master plan for the park as being important to the park. Parks will seek to acquire the other half interest at a later date.

Dated this 5TH day of January, 1988



Michael P. Hollern, Chairman
Oregon Transportation Commission

12-30-87

EXHIBIT A
MINUTES OF 1-20-88

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed below and report this action for your official records:

- 1) Agreement with the City of Hillsboro granting permission to the City to design and construct a new connection to the Tualatin Valley Highway at SE 44th Street. The City will pay 100 percent of all project costs including State review costs. (Authorize the State Highway Engineer to sign agreement.)
- 2) Master Purchase Agreement with Intergraph Corporation covering purchase or furnishing of equipment, software, maintenance services and educational courses for the next three-year period. No cost is involved in this agreement. This contract only sets the terms and conditions of sale, it does not obligate the Department to purchase. (Authorize State Highway Engineer to sign agreement.)
- 3) Service Agreement with MCC Powers for the computerized heating and air conditioning control system in the new Materials Testing Laboratory located at 800 Airport Road SE in Salem. Agreement is for a three-year period at a cost of \$18,796. (Authorize State Highway Engineer to sign agreement.)
- 4) Agreement with Salishan Lodge, Inc. for traffic control signals and channelization on the Oregon Coast Highway at entrance to Salishan Lodge. Salishan will pay 100 percent of all project costs. Once constructed, State shall maintain and pay all power costs associated with the signals. The State shall retain complete jurisdiction and control of the timing established for the signal. (Authorize State Highway Engineer to sign agreement.)

APPROVED

STATE HIGHWAY ENGINEER

Date

12/29/87

Dated this 5th day of January, 1988

Michael P. Hollern

Michael P. Hollern, Chairman
Oregon Transportation Commission

EXHIBIT A
MINUTES OF 1-20-88

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 3 Project Joe Ney Slough Bridge (Contract No. 10,528)
Type of Work Grading, Paving, Structure, F.A. Proj. No. BR05-0600(14)
County Coos Highway Crown Point County Road
No. of Bidders 4 Low Bidder F. E. Ward, Inc., Vancouver, WA
Low Bid \$1,997,020.00

Engineer's Recommendation: Award to low DBE/WBE responsive bidder subject to concurrence of the FHWA and Coos County and receipt of deposit by County.

2nd Bidder: Holm II, Inc., Stayton	\$2,027,120.90
2nd Bidder: Hamilton Construction (Oregon), Springfield	\$2,080,917.50

On December 23, 1987, I accepted the State Highway Engineer's recommendation for award of this project on which bids were received on November 19, 1987, and authorized him to sign the contract when conditions for the award have been met. If the low bidder fails to meet the requirements for the disadvantaged-woman business enterprises, award will be made to the next lowest responsive bidder pending DBE/WBE review and cost justification.

The original low bidder, Stach Construction Co., Inc. & Stach Equipment, Inc., A JV, refused to execute the contract.

Dated this 5th day of January, 1988

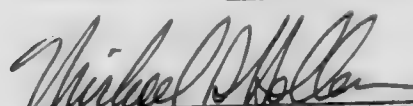

Michael P. Hollern, Chairman
OREGON TRANSPORTATION COMMISSION

EXHIBIT B
MINUTES OF 1-20-88

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project Klamath Falls P.O.E. Truck Inspection Station
(Contract No. 10,516)
Type of Work Grading, Paving, Signing, Illumination, and Building F.A. Proj. No. F-4-1(24)

County Klamath Highway The Dalles-California

No. of Bidders 2 Low Bidder Weaver Construction Co., LaGrande

Low Bid \$ 784,527.80

Engineer's Recommendation: Award to low DBE/WBE responsive bidder subject to concurrence of the FHWA.

2nd Bidder: Visar Construction Co., Inc., Ashland, OR \$ 906,480.60
3rd Bidder: None

No. 2 Project Pocahontas Road-Auburn Avenue (Baker) Section
(Contract No. 10,527)
Type of Work Grading, Paving, Signing & Signals F.A. Proj. No. F-70(5) & M-4835(1)

County Baker Highway LaGrande-Baker

No. of Bidders 4 Low Bidder Weaver Construction Co., LaGrande

Low Bid \$ 2,745,784.75

Engineer's Recommendation: Award to low DBE/WBE responsive bidder subject to the concurrence of the City of Baker and FHWA and receipt of deposit by City.

2nd Bidder: R. L. Coats, Bend \$2,808,823.00
3rd Bidder: Kiewit Pacific Co., Vancouver, WA \$2,825,290.00

No. 3 Project Joe Ney Slough Bridge
(Contract No. 10,528)
Type of Work Grading, Paving, Structure F.A. Proj. No. BROS-0600(14)

County Coos Highway Crown Point County Road

No. of Bidders 5 Low Bidder Stach Construction Co., Inc., Grants Pass

Low Bid \$ 1,628,290.10

Engineer's Recommendation: Award to low DBE/WBE responsive bidder subject to concurrence of the FHWA and Coos County and receipt of deposit by County.

2nd Bidder: F. E. Ward, Inc., Vancouver, WA \$1,997,020.00
3rd Bidder: Holm II, Inc., Stayton \$2,027,120.90

EXHIBIT B
MINUTES OF 1-20-88

No. 4 Project Harvard Avenue at Madrone Street (Roseburg)
(Contract No. 10,529)
Type of Work Traffic Signal F.A. Proj. No. M-3040(4)
Installation
County Douglas Highway Harvard Avenue (City Street)
No. of Bidders 3 Low Bidder Sims Electric, Inc., Roseburg
Low Bid \$ 96,836.00
Engineer's Recommendation: Award to low bidder subject to the concurrence of
the FHWA and City of Roseburg and receipt
of deposit by City.

No. 5 Project Farewell Bend-N. Fork Jacobsen Gulch Section
(Contract No. 10,530)
Type of Work Cold Planing, Paving & F.A. Proj. No. IR-84-8(38)353
Signing
County Malheur Highway Old Oregon Trail
No. of Bidders 6 Low Bidder Roy L. Houck Construction Company, Salem
Low Bid \$ 3,461,517.45
Engineer's Recommendation: Award to low DBE/WBE responsive bidder subject to con-
currence of the FHWA.
2nd Bidder: Kiewit Pacific Co., Vancouver, WA \$3,545,325.40
3rd Bidder: LT Contractors, Inc., Sunriver \$3,616,090.10

No. 6 Project Pacific Highway West at Main Street (Monmouth)
(Contract No. 10,531)
Type of Work Grading & Traffic Signals F.A. Proj. No. HES-F-9-2(8)
County Polk Highway Pacific Highway West
No. of Bidders 6 Low Bidder Hamilton Electric, Inc., Eugene
Low Bid \$ 98,901.27
Engineer's Recommendation: Award to low DBE/WBE responsive bidder subject to con-
currence of the FHWA.
2nd Bidder: Cherry City Electric, Inc., Salem \$ 99,092.70
3rd Bidder: Linco Electric Co., Albany \$ 105,719.00

EXHIBIT B
MINUTES OF 1-20-88

No. 7 Project Dry Creek (Bramlet Cemetery Road) Bridge
Type of Work Grading, Base & Structure F.A. Proj. No. (Contract No. 10,532)
BROS-3200(4)
County Wallowa Highway County Road #514
No. of Bidders 5 Low Bidder A & R Construction, Inc., dba Laco Construction
Co., Lewiston, Idaho
Low Bid \$ 93,311.00

Engineer's Recommendation: Award to low DBE/WBE responsive bidder subject to concurrence of Wallowa County and receipt of deposit by County.

2nd Bidder: Douglas S. Coats, Inc., Bend \$ 99,320.00
3rd Bidder: Weaver Construction Co., LaGrande \$ 99,956.00

No. 8 Project Tualatin Valley Highway at 234th Avenue (Hillsboro) Sec.
Type of Work Traffic Signal Installation F.A. Proj. No. (Contract No. 10,386)
State
County Washington Highway Tualatin Valley
No. of Bidders 8 Low Bidder Tice Electric Company, Portland
Low Bid \$ 90,800.00

Engineer's Recommendation: Award to low bidder.

No. 9 Project Scholls Highway at Old Scholls Ferry Road
Type of Work Grade, Paving & Signals F.A. Proj. No. (Contract No. 10,533)
HES-M-9234(6)
County Washington Highway Scholls
No. of Bidders 8 Low Bidder Roy L. Houck Construction Company, Salem
Low Bid \$ 194,718.50

Engineer's Recommendation: Award to low DBE/WBE responsive bidder subject to concurrence of the FHWA and Washington County and receipt of deposit by County.

2nd Bidder: Baker Rock Crushing Co., Beaverton \$ 195,387.00
3rd Bidder: Lakeside Industries, Bellevue, WA \$ 196,424.00

EXHIBIT B
MINUTES OF 1-20-88

No. 10 Project Rock Creek (Hillsboro) Bridge (Contract No. 10,534)
Type of Work Grading, Paving, F.A. Proj. No. BRM-9009(3)
Structure, Water System
County Washington Highway S.W. Brookwood Avenue
No. of Bidders 8 Low Bidder West Coast Structures, Clackamas
Low Bid \$ 415,601.50

Engineer's Recommendation: Award to low DBE/WBE responsive bidder subject to the concurrence of City of Hillsboro and FHWA and receipt of deposit by City.

2nd Bidder: Holm II, Inc., Stayton \$ 434,599.30
3rd Bidder: Berning Construction Company, Wilsonville \$ 445,532.00

On November 25, 1987, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on November 19, 1987, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 1, 2, 3, 5, 6, 7, 9 and 10 if the low bidder fails to meet the requirements for the disadvantaged-woman business enterprises, award will be made to the next lowest responsive bidder pending DBE/WBE review and cost justification.

Dated this 4 day of DECEMBER, 1987


John Whitty, Vice Chairman
OREGON TRANSPORTATION COMMISSION

EXHIBIT C
MINUTES OF 1-20-88

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I took the following actions and report this for your official records:

- 1) On November 16, 1987, approved an agreement with Union County to provide sno-park enforcement during the 1987-88 winter season at Anthony Lakes and Spout Springs ski areas for approximately 17 days between November 26, 1987, and March 27, 1988, at an approximate cost of \$175 per day. State shall deposit funds in the amount of \$3,000 with the County Treasurer to be deposited to the County Sheriff's account.
- 2) On December 2, 1987, established a 40 MPH speed zone on the Salmon River Highway No. 39 in Polk County as follows:

MP 20.83 to MP 21.58
MP 22.60 to MP 24.05

Includes a 20 MPH speed zone when children are present from MP 21.15 to MP 21.21.
Rescinds Speed Zone Order No. 483 dated March 11, 1965. (See Speed Zone Order No. 960)

- 3) On December 7, 1987, approved an agreement with Wild-Heerbrugg Instruments, Inc. to test new software for the Wild T-2000 Total Station Survey Systems at no cost to the State for the period from November 1, 1987, through May 1, 1988. This agreement allows the use of IBM PC Micro computers to process survey data automatically and includes an interconnection to the Intergraph CADD system.
- 4) On December 14, 1987, approved an agreement with Moki, Inc. DBA Lake of the Woods Resort for snow removal from the Rainbow Bay Sno-Park in Klamath County.

EXHIBIT C
MINUTES OF 1-20-88

- 5) On December 16, 1987, signed a supplemental agreement with the American Association of State Highway and Transportation Officials (AASHTO) to continue Oregon's participation in the enhancement and maintenance of the road design system/interactive graphics road design system at a cost of \$42,500 for the period July 1, 1987, through June 30, 1988. (This supplemental agreement was approved by the Transportation Commission on September 15, 1987.)
- 6) On December 17, 1987, signed a supplemental agreement with Wilsey & Ham, Inc. for preliminary engineering services on the Columbia City N.C.L.-Warren Section of the Lower Columbia River Highway in Columbia County. This supplement adds 60 days to the project period for a total of 390 calendar days. (Original agreement approved by Transportation Commission on May 15, 1984.)
- 7) On December 22, 1987, established a 35 MPH speed zone on the Sylvan Highlands Frontage Road (Sunset Highway No. 47) from M.P. F71.76 to M.P. F72.18 in the City of Portland, Multnomah County. (See Speed Zone Order No. 961)
- 8) On January 5, 1988, approved an agreement with Central Oregon Community College for a college work/experience program for the period April 1, 1988, through June 30, 1989.



Larry W. Rulien, State Highway Engineer

Dated this 8 day of Jan, 1988

1-8-88

EXHIBIT C
MINUTES OF 1-20-88

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated
Authority

On behalf of the Commission and under authority delegated to me
to award contracts, I awarded the following contracts:

- 1) Work on the Powell Butte Junction-Arnold Ice Cave Road Section of the Central Oregon Highway in Deschutes County. Bids received on October 22, 1987. Contract No. 10,425 awarded on November 2, 1987, to J. C. Compton Contractor, Inc., McMinnville, at \$5,566,209.60. (Alternate A)
- 2) Work on the Klamath County Line-Drews Creek Road Section of the Klamath Falls-Lakeview Highway in Lake County. Bids received on October 22, 1987. Contract No. 10,513 awarded on November 2, 1987, to Industrial Constructors Corp. dba Industrial Constructors Corp. of Oregon, Missoula, Montana, at \$4,786,883.06.
- 3) Work on the 6th Street-5th Street Section of the Oswego Highway in Oregon City, Clackamas County. Bids received on October 22, 1987. Contract No. 10,514 awarded on November 2, 1987, to Benton Electric, Inc., Albany, at \$127,702.
- 4) Slide correction on the Kokeel Kanu Klub Section of FAS A396 (County Road) in Coos County. Bids received on October 22, 1987. Contract No. 10,515 awarded on October 29, 1987, to Huffman & Wright Logging Co., Canyonville, at \$182,564.50.
- 5) Work on the Klamath Falls P.O.E. Truck Inspection Station on The Dalles-California Highway in Klamath County. Bids received on November 19, 1987. Contract No. 10,516 awarded on November 25, 1987, to Weaver Construction Co., La Grande, at \$784,527.80.
- 6) Work on Sams Valley Highway Junction-Shady Cove South Unit Section of the Crater Lake Highway in Jackson County. Bids received on October 22, 1987. Contract No. 10,517 awarded on November 2, 1987, to M. C. Lininger & Sons, Inc., Medford, at \$1,438,203.65.

EXHIBIT C
MINUTES OF 1-20-88

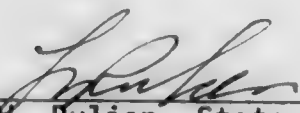
- 7) Work on the Juniper Ridge-Monroe Lane Section of The Dalles-California Highway in Jefferson County. Bids received on October 22, 1987. Contract No. 10,518 awarded on October 29, 1987, to R. L. Coats, Bend, at \$520,120.
- 8) Work on the Bertelsen Road-Pacific Highway West Section of Roosevelt Boulevard in Eugene, Lane County. Bids received on October 22, 1987. Contract No. 10,519 awarded on November 17, 1987, to Wildish Corvallis Construction Co., Eugene, at \$592,295.25.
- 9) Work on the Willamette River-20th Street Section of the McKenzie Highway in Springfield, Lane County. Bids received on October 22, 1987. Contract No. 10,520 awarded on November 2, 1987, to Wildish Corvallis Construction Co., Eugene, at \$2,454,646.50.
- 10) Work on the Greeley, Rockville and Tiffen Bridges Section of Succor Creek and McBride County Roads in Malheur County. Bids received on October 22, 1987. Contract No. 10,521 awarded on November 2, 1987, to Tidewater Contractors, Inc., Brookings, at \$281,719.50.
- 11) Work on the "S" Curves-Settlemer Avenue Section of the Hillsboro-Silverton Highway in Woodburn, Marion County. Bids received on October 22, 1987. Contract No. 10,522 awarded on November 6, 1987, to Mocon Corporation, Salem, at \$362,635.
- 12) Work on the West Fork Salt Creek Bridges Section of Brown Road in Polk County. Bids received on October 22, 1987. Contract No. 10,523 awarded on November 2, 1987, to Holm II, Inc., Stayton, at \$257,248.
- 13) Work on the Glencoe Road-Helvetia Road Section of the Sunset Highway in Washington County. Bids received on October 22, 1987. Contract No. 10,524 awarded on November 2, 1987, to Lakeside Industries, Portland, at \$1,209,005.25.
- 14) Slide correction on the Spray Section of the John Day Highway in Wheeler County. Bids received on October 22, 1987. Contract No. 10,526 awarded on November 6, 1987, to Mocon Corporation, Salem, at \$173,632.50.

EXHIBIT C
MINUTES OF 1-20-88

- 15) Work on the Pocahontas Road-Auburn Avenue (Baker) Section of the La Grande-Baker Highway in Baker County. Bids received on November 19, 1987. Contract No. 10,527 awarded on November 30, 1987, to Weaver Construction Co., La Grande, at \$2,745,784.75.
- 16) Work on the Joe Ney Slough Bridge Section of Crown Point County Road in Coos County. Bids received on November 19, 1987. Contract No. 10,528 awarded on November 25, 1987, to Stach Construction Co., Inc. & Stach Equipment, Inc., a JV, Grants Pass, at \$1,628,290.10. (Contract not signed.)
- 17) Traffic signal installation on Harvard Avenue at Madrone Street in Roseburg, Douglas County. Bids received on November 19, 1987. Contract No. 10,529 awarded on November 25, 1987, to Sims Electric, Inc., Roseburg, at \$96,836.
- 18) Work on the Farewell Bend-North Fork Jacobsen Gulch Section of the Old Oregon Trail in Malheur County. Bids received on November 19, 1987. Contract No. 10,530 awarded on November 25, 1987, to Roy L. Houck Construction Company, Salem, at \$3,461,517.45.
- 19) Work on Pacific Highway West at Main Street in Monmouth, Polk County. Bids received on November 19, 1987. Contract No. 10,531 awarded on November 25, 1987, to Hamilton Electric, Inc., Eugene, at \$98,901.27.
- 20) Work on the Dry Creek Bridge Section of Bramlet Cemetery Road in Wallowa County. Bids received on November 19, 1987. Contract No. 10,532 awarded on November 25, 1987, to A & R Construction, Inc. dba Laco Construction Co., Lewiston, Idaho, at \$93,311.
- 21) Work on Scholls Highway at Old Scholls Ferry Road in Washington County. Bids received on November 19, 1987. Contract No. 10,533 awarded on November 25, 1987, to Roy L. Houck Construction Company, Salem, at \$194,718.50.

EXHIBIT C
MINUTES OF 1-20-88

- 22) Work on the Rock Creek Bridge Section of SW Brookwood Avenue in Hillsboro, Washington County. Bids received on November 19, 1987. Contract No. 10,534 awarded on November 25, 1987, to West Coast Structures, Clackamas, at \$415,601.50.



Larry W. Rulien, State Highway Engineer

Dated this 8 of Jan, 1987

12-4-87

EXHIBIT C
MINUTES OF 1-20-88

TO: Oregon Transportation Commission

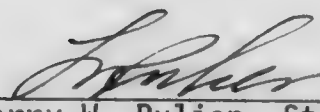
SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

- 1) Work on the Joe Ney Slough Bridge Section of Crown Point County Road in Coos County. Bids received November 19, 1987. Contract No. 10,528 awarded on December 31, 1987, to F. E. Ward, Inc., Vancouver, WA (Second Low Bidder), at \$1,997,020.
- 2) Work on the N.E. 111th Drive-N.E. 181st Avenue Section of the Columbia River Highway in Multnomah County. Bids received December 17, 1987. Contract No. 10,535 awarded on January 5, 1988, to Kiewit Pacific Co., Vancouver, WA, at \$21,144,867.50 (Alternate "A").
- 3) Work on the Myrtle Creek Highway at Chadwick Lane in Douglas County. Bids received December 17, 1987. Contract No. 10,537 awarded on December 29, 1987, to Don Haisch Construction, Inc., Portland, at \$307,892.
- 4) Work on the Munger Creek Bridge Section of Kincaid County Road in Josephine County. Bids received December 17, 1987. Contract No. 10,538 awarded on December 23, 1987, to Stach Construction Co., Inc. and Stach Equipment, Inc., A JV, Grants Pass, at \$135,247.
- 5) Work on the Jefferson Highway at Scravel Hill Road Section in Linn County. Bids received December 17, 1987. Contract No. 10,540 awarded on December 30, 1987, to North Santiam Paving Co., Stayton, at \$182,858.20.
- 6) Work on the Willow Springs (Danger Point) Bridge Section of the Harper-Westfall County Road in Malheur County. Bids received December 17, 1987. Contract No. 10,541 awarded on December 23, 1987, to Ontario Asphalt & Concrete, Inc., Ontario, at \$94,052.50.

EXHIBIT C
MINUTES OF 1-20-88

- 7) Work on the Pacific Highway at Hawthorne Avenue in Salem, Marion County. Bids received December 17, 1987. Contract No. 10,542 awarded on December 30, 1987, to Benton Electric, Inc., Albany, at \$164,755.75.
- 8) Work on the Abiqua Creek-"C" Street Section of the Hillsboro-Silverton Highway in Silverton, Marion County. Bids received December 17, 1987. Contract No. 10,543 awarded on December 30, 1987, to Morse Bros., Inc., Lebanon, at \$295,860.35.
- 9) Work on the Mt. Hood Highway at Palmquist Road and Orient Drive in Gresham, Multnomah County. Bids received December 17, 1987. Contract No. 10,544 awarded on December 30, 1987, to Hamilton Electric, Inc., Eugene, at \$148,434.28.
- 10) Work on the Irrigon-Umatilla Section of the Columbia River Highway in Morrow and Umatilla Counties. Bids received December 17, 1987. Contract No. 10,545 awarded on December 30, 1987, to Bob Angell, Inc., Coos Bay, at \$1,351,914.55.
- 11) Work on the Deer Creek Bridge Section of Smithville Road in Yamhill County. Bids received on December 17, 1987. Contract No. 10,547 awarded on December 23, 1987, to Holm II, Inc., Stayton, at \$115,930.


Larry W. Rulien, State Highway Engineer

Dated this 8 day of Jan, 1988

1-8-88

EXHIBIT C
MINUTES OF 1-20-88

QUARTERLY REPORT OF PROPERTY DAMAGE CLAIMS
MADE AND COLLECTED BY STATE HIGHWAY DIV. LEGAL SECTION
Period From 10-1-87 Thru 12-31-87

	No.	Amount
Claims Pending at Beginning of Period	<u>146</u>	\$ <u>297,449.85</u>
Claims Pending at End of Period	<u>257</u>	\$ <u>298,452.53</u>

Money Collected During Period

Installment Payments	<u>124</u>	\$ <u>6,442.45</u>
Compromise Payments	<u>2</u>	\$ <u>4,045.89</u>
Payments in Full	<u>130</u>	\$ <u>147,384.88</u>
TOTAL		\$ <u>157,873.22</u>

Claims Abandoned During Period	<u>15</u>	\$ <u>23,393.81</u>
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Damage Cases (Actions Filed)	<u>130</u>	\$ <u>73,207.37</u>
Uncollected Judgments	<u>-0-</u>	\$ <u>-0-</u>

* Refund to Department of Revenue for collection

EXHIBIT D
MINUTES OF 1-20-88

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

<u>Contractor and Contract No.</u>	<u>Section and County</u>	<u>Acceptance Date</u>
Tice Electric Co. Contract No. 10164	Portland Signal System Phase 1 Multnomah County	Dec. 8, 1987
Morse Bros., Inc. Contract No. 10086	Minam-Spring Creek Walla County	Dec. 8, 1987
Lakeside Industries Contract No. 10429	West Creek-Clatskanie Columbia County	Dec. 8, 1987
Weaver Construction Contract No. 10199	Alder Street-20th Street Union County	Dec. 8, 1987
Riedel International, Inc. Contract No. 10424	Columbia Rv. (Astoria) Br. Clatsop County	Dec. 8, 1987
Jim Turin and Sons, Inc. Contract No. 10323	Kelso Road-Mt. Hood Hwy. Clackamas County	Dec. 9, 1987
Harney Rock and Paving Co. Contract No. 10463	Seneca Rock Production Grant County	Dec. 10, 1987
Taisei Rotec, Inc. Contract No. 10455	NE Wasco-SE Division Multnomah County	Dec. 10, 1987
Circle Construction Co. Contract No. 10438	Critterion Rock Prod. Wasco County	Dec. 10, 1987
River Bend Sand and Gravel dba Salem Road and Driveway Contract No. 10436	Mehama-Mill City Marion County	Dec. 10, 1987
R. J. Taggart Constr. Co. Contract No. 10393	Spray Rock Production Grant and Wheeler Counties	Dec. 10, 1987
Schoolhouse R Electrical Construction Contract No. 10366	NW Harvey Court at NW Stewart Pkwy. (Roseburg) Douglas County	Dec. 10, 1987
Wildish Corvallis Const. Co. Contract No. 9930	Elkhead Road Intch.-Rice Hill Intch. Douglas County	Dec. 12, 1987

EXHIBIT D
MINUTES OF 1-20-88

Report of Action Under Delegated Authority
Assistant State Highway Engineer
Page 2

Columbia Pacific Corporation Contract No. 10209	Lake Branch (Lost Lake Rd.) Bridge Hood River County	Dec. 14, 1987
Baker Rock Crushing Co. Contract No. 10051	Sherwood-Rex (southbound) Washington County	Dec. 15, 1987
R. L. Coats Contract No. 10203	John Day Highway Bridges Baker and Malheur Counties	Dec. 15, 1987
Roseburg Paving Co. Contract No. 10100	Myrtle Grove Slide Douglas County	Dec. 15, 1987
R. L. Coats Contract No. 10356	Tenth St.-Kinkade St. Jefferson County	Dec. 16, 1987
Weaver Construction Co. Contract No. 10377	Powder River (Baker) Br. Baker County	Dec. 16, 1987
EMW Construction Co. Contract No. 10373	Stanfield Drain Ditch (Hoosier Rd.) Bridge Umatilla County	Dec. 16, 1987
Morse Bros., Inc. Contract No. 10333	Wallowa Lake Hwy.-Woodell Lane Union County	Dec. 16, 1987
Kip Construction Co. Contract No. 10405	Kizer Slough (Weaver Lane) Bridge Lane County	Dec. 16, 1987
Roadway Const. Co. and R. A. Hatch Contract No. 9953	Jct. Sunset Highway-Jct. Pacific Highway Washington County	Dec. 18, 1987
Marion Construction Co. Contract No. 10090	Arndt Road Slough Bridge Clackamas County	Dec. 22, 1987
Stach Construction Co., Inc. Contract No. 10343	Daniels Creek Bridge Coos County	Dec. 30, 1987
Stach Construction Co., Inc. Contract No. 10278	Calapooya Creek Bridge Douglas County	Dec. 30, 1987
A. K. Lundmark & Son, Inc. Contract No. 9915	Bledsoe Cr. and East Fork Dairy Creek Bridges Washington County	Dec. 30, 1987

EXHIBIT D
MINUTES OF 1-20-88

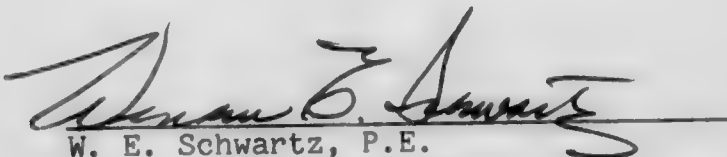
Report of Action Under Delegated Authority
Assistant State Highway Engineer
Page 3

Roseburg Paving Co. Contract No. 10432	Weatherly Cr.-Grabb Cr. Douglas County	Dec. 30, 1987
Lynn Meyerson dba Lynn's Landscaping Contract No. 10237	I-5 Hwy. Beautification Douglas, Josephine and Jackson Counties	Dec. 30, 1987
Schubert and Sons Ready-Mix Contract No. 10385	Catherine Cr. (Union) Br. Union County	Dec. 30, 1987
Bob Angell, Inc. Contract No. 10448	Vale-Cairo Junction Malheur County	Dec. 31, 1987
Mocon Corporation Contract No. 10473	Oregon Coast Hwy.-Neawanna Creek Clatsop County	Dec. 31, 1987

Expenditure Recap

	<u>Above Projects</u>	<u>FY to Date</u>
Original Authorization	\$35,381,072.80	\$122,211,438.58
Anticipated Costs	\$35,175,569.89	\$129,340,101.50
Percentage Overrun (Underrun)	-0.6%	+5.8%

January 5, 1988


W. E. Schwartz, P.E.
Asst. State Highway Engineer

BLW:mk

CPC/FL6/DEC87

EXHIBIT E
MINUTES OF 1-20-88

DATE: JANUARY, 1988

TO: OREGON TRANSPORTATION COMMISSION

SUBJECT: REPORT OF ACTIONS TAKEN
UNDER DELEGATED AUTHORITY

Under delegated authority to the Highway Engineer (Delegation Order No. 23) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Administrative Order No. 33), the following actions were taken:

SALE OF EXCESS PARCELS: (23-43) (Administrative Order No. 33)

BENTON COUNTY:

MONMOUTH-CORVALLIS SECTION - PACIFIC (WEST) HIGHWAY:

- 1) File 11673 - containing 37.94 acres, m/l.; \$50,000;
Approved 12/10/87.

CLACKAMAS COUNTY:

PARK PLACE-CLACKAMAS COMM. COLLEGE SECT. - CASCADE HWY. S.:

- 2) File 51421-A - containing 0.09 acre, m/l.; \$2,000;
Approved 12/10/87.

LANE COUNTY:

OAKHILL-EUGENE-SPRINGFIELD - FLORENCE-EUGENE HIGHWAY:

- 3) File 41919 - containing 1.06 acres, m/l.; \$46,000;
Approved 12/10/87.

MARION COUNTY:

WILLAMETTE RIVER BRIDGE - WILLAMINA-SALEM HIGHWAY:

- 4) Files 51251, 51626, 51627, 51628 - containing 36,651 s.f., m/l.; \$450,000; Approved 12/04/87.

SHERMAN COUNTY:

NEW MORO MAINTENANCE STATION - SHERMAN HIGHWAY:

- 5) File 15298 - containing 1.07 acres, m/l.; \$500; Approved 12/09/87.

EXHIBIT E
MINUTES OF 1-20-88

Report of Actions Taken Under Delegated Authority
January, 1988
Page Two

SALE OF EXCESS PARCELS: (Continued)

MULTNOMAH COUNTY:

N. TIGARD-S. TIGARD SECTION - PACIFIC HIGHWAY:

- 6) File 50133 & 50134 - containing .40 acre, m/l.; \$55,000;
Approved 12/22/87.
- 7) File 50211 - containing 10,300 s.f., m/l; \$53,000;
Approved 12/22/87.

AGREEMENTS: (23-50) (Administrative Order No. 33)

KLAMATH COUNTY:

SOUTHERN PACIFIC TRANSPORTATION COMPANY:

- 8) Rearrange signal pole line to clear construction and perform engineering and inspection associated with Williamson River-Modoc Point Section project on The Dalles-California Highway in Klamath County near crossing CF-452.20A; ODOT Agreement #R.R. 1273; Estimated cost of \$90,659; Approved 12/15/87.

MANAGEMENT HOME PURCHASE PROGRAM:

DOUGLAS COUNTY:

- 9) File 55224 - Purchase of a single-family residence and lot from Alan B. & Barbara I. Lantis; located at 497 E. Lincoln Street, Woodburn OR 97071; \$51,700; Approved 12/17/87.

OPTIONS AND OTHER DOCUMENTS RELATING TO THE
ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION:
(23-65) (Administrative Order No. 33)

BENTON COUNTY:

WEST HILLS ROAD-GREEN RD. - CORVALLIS-NEWPORT HIGHWAY:

56452 Mid Willamette Trust \$14,250 App. 12/22/87

EXHIBIT E
MINUTES OF 1-20-88

Report of Actions Taken Under Delegated Authority
January, 1988
Page Three

CLACKAMAS COUNTY:

LAWNFIELD MAINTENANCE SITE - LAWNFIELD ROAD:

54886	W. W. & Helen R. Townes	\$18,300 App. 12/11/87
	C. E. & Mae E. Winkelman	

WILDWOOD-ZIG ZAG - MT. HOOD HIGHWAY:

33047)	Mt. Hood Evangelical	\$ 500 App. 12/22/87
33184)	Free Church	
43564)		
33168	Floyd R. & Phyllis M. Garner	\$ 500 App. 12/22/87
43567)	John R. &	\$ 250 App. 12/22/87
44480)	Jeanne Fahie Spooner	
46243	Sisters of Providence in Oregon, an Oregon Non-Profit Organization	\$ 100 App. 12/22/87

CLATSOP COUNTY:

JOHN DAY RIVER BRIDGE - (LOWER) COLUMBIA RIVER HIGHWAY:

55696	Victor O. Carlson	\$ 7,300 App. 12/21/87
	Lisette Haglund	

COLUMBIA COUNTY:

BEAVER CREEK (ADAMS RD.) BRIDGE - ADAMS ROAD:

57173	Shirley M. Huss	\$ 500 App. 12/22/87
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DESCHUTES COUNTY:

MURPHY RD.-LAVA BUTTE - THE DALLES-CALIFORNIA HIGHWAY:

56642	Mike & Michele Gwinup (Sign only)	\$ 350 App. 12/21/87
56645	Rod L. & Cheryl A. Mayfield	\$30,900 App. 12/10/87
56654	Leslie A. & Shirley L. Siegel	\$ 500 App. 12/17/87

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DESCHUTES COUNTY: MURPHY RD.-LAVA BUTTE -
THE DALLES-CALIFORNIA HIGHWAY: (Continued)

56656	William L. Barrett, Jr. Lora C. Barrett	\$ 925 App. 12/11/87
56657	Edwin N. & Geraldine Beeby	\$ 925 App. 12/21/87
56664	Charles V. & Gladys A. Field	\$ 1,050 App. 12/10/87

DOUGLAS COUNTY:

CAMAS MOUNTAIN WAYSIDE-MUNS CREEK (SUICIDE CREEK) -
COOS BAY-ROSEBURG HIGHWAY:

56031	Warren W. & Myrtle R. Painter	\$44,750 App. 12/10/87
56034	William C. Stiles John Loosley; J. William Neuner; Joseph Taucher; Rodger D. & Patricia D. Linville	\$21,700 App. 12/10/87
56043	Freeman P. Cross Thomas E. & Linda J. Bray Gary L. & Margie L. Vess	\$ 8,460 App. 12/22/87
56051	Willie M. & Lois M. Sturmer Gregory C. & Deborah S. Standley	\$ 4,850 App. 12/17/87

MANAGEMENT HOME PURCHASE:

55224	Alan B. & Barbara I. Lantis	\$51,700 App. 12/17/87
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KLAMATH COUNTY:

WILLIAMSON RIVER-MODOC POINT - THE DALLES-CALIFORNIA HIGHWAY:

55376	John M. Taylor & Diane F. Taylor	\$ 1,900 App. 11/30/87
55380	Joanne Parks; Zarco, Inc. Rod L. & Elizabeth A. Slade	\$ 5,725 App. 12/22/87
55380	Haseman Veterinarian Service (Conveyance of Sign)	\$ 135 App. 11/30/87

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KLAMATH COUNTY: WILLIAMSON RIVER-MODOC POINT -
THE DALLES-CALIFORNIA HIGHWAY: (Continued)

55731	Robert L. Pryor, Personal Representative of the Estate of Retta Nelson Barkley	\$ 3,600 App. 12/07/87
55747	State of Oregon Director of Veterans Affairs	\$ 100 App. 12/11/87
56850	John T. Bradley II & Christine C. Bradley	\$ 100 App. 11/30/87

LANE COUNTY:

GATE CREEK (VIDA) BRIDGE - MCKENZIE HIGHWAY:

55913	Shirley Lopardo; Richard C. Hardy	\$ 9,550 App. 11/30/87
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LINCOLN COUNTY:

ALSEA BRIDGE - OREGON COAST HIGHWAY:

56803	Roy & Barbara Bell	\$12,100 App. 12/22/87
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COAST RANGE SUMMIT-BURNT WOODS - CORVALLIS-NEWPORT HIGHWAY:

56129	Dept. of Transportation (Parks Division)	\$11,600 App. 12/21/87
56131	Richard R. Lewis Carol Ann Lewis	\$ 850 App. 12/15/87
56139	Roy A. Parks	\$ 100 App. 12/17/87

SILETZ HIGHWAY BRIDGES - SILETZ HIGHWAY:

55044	Rex Timber, Inc.	\$ 100 App. 12/11/87
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LINN COUNTY:

M.P. 33.9 - SANTIAM HIGHWAY:

55477	Timber Service Company	\$ 5,600 App. 12/22/87
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MINUTES OF 1-20-88

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MALHEUR COUNTY:

MALHEUR RIVER (VALE) BRIDGE - CENTRAL OREGON HIGHWAY:

56722 Margaret A. Black \$ 300 App. 12/21/87
Maxine A. Peak

MARION COUNTY:

QUINABY ROAD - PACIFIC E. HIGHWAY:

55714 Loyal J. & Arlyce M. Peterson \$ 2,950 App. 12/22/87

MULTNOMAH COUNTY:

N.E. 60th-I 205 - N.E. PORTLAND HIGHWAY:

53909 Jack O. Blair \$ 7,950 App. 12/21/87

N.W. ST. HELENS ROAD-N.W. NICOLAI ST. (PORTLAND) -
COLUMBIA RIVER HIGHWAY:

52972 Portland Terminal \$207,016.71 App. 12/15/87
Railroad Company

55084 Katherine Di Nucci \$12,000 App. 12/11/87

S.E. DIVISION-S.E. SCHILLER - CASCADE N. HIGHWAY:

55088 The Trustees of the \$ 6,500 App. 12/02/87
Gad Bernstein Trust
Ellen J. Bernstein Leach;
David Bernstein; Florence Bernstein

55088 Electro Mart Factory Direct, \$ 2,420 App. 12/07/87
Inc. dba Randall's Stereo,
T.V. & Appliance (lessee) (Sign & Damages)

55324 Raymond E. Schmidt \$ 100 App. 12/04/87

WASHINGTON COUNTY:

BEAVERTON-T.V.HWY. @ S.W. BRIDGEPORT RD. -
BEAVERTON-TUALATIN HIGHWAY:

55065 Spieker-Hosford-Eddy No. 174 \$ 1,750 App. 12/22/87

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WASHINGTON COUNTY: (Continued)

CORNELIUS PASS INTERCHANGE - SUNSET HIGHWAY:

54963 The Park City Corporation \$35,000 App. 11/30/87

ROCK CREEK BLVD.-T.V. HIGHWAY - 185TH AVENUE:

55757 Rose A. Pickler \$ 4,500 App. 12/04/87
55762 Patricia Yukich & \$48,000 App. 12/07/87
55786 Michael L. & \$70,000 App. 12/21/87
Debra V. Fingerut
55808 Lauri J. Landolt \$ 2,800 App. 12/17/87
55815 Paul D. Easton & \$ 9,900 App. 11/30/87
Donna R. Easton
55818 Harold R. & \$ 100 App. 11/30/87
K. Mable Stapleton
55826 Iven & Susan Wilson \$ 3,825 App. 12/22/87
55883 Lindsey R. & Alice C. Clark \$ 2,000 App. 12/10/87
Deidra Jean Ray
55884 Dennis R. & \$ 100 App. 11/30/87
Betty R. Stanfill
Lloyd T. & Nancy C. Taylor
55886 Donald & Marie Thorud \$117,000 App. 11/19/87
56205 Kingswood Investment Co. \$ 4,000 App. 12/17/87
56209 Gregory J. Reisnaur \$ 3,150 App. 11/30/87
56233 Charles R. Holmes & \$ 1,600 App. 12/11/87
Cathy L. Prince
56249 Daniel J. & \$ 2,150 App. 12/17/87
Christy J. Heinemeyer

ROCK CREEK (BROOKWOOD AVENUE) BRIDGE - BROOKWOOD AVENUE:

56461 Joseph E. Harper, \$ 2,300 App. 12/10/87
Personal Representative of
the Estate of James A. Harper

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SUNSET-JENKINS - S.W. MURRAY BLVD.:

55130 Jenny E. Beranek

\$ 302 App. 12/11/87

Dated this 29th day of December, 1987



Steven Green, Right of Way Manager

EXHIBIT E
MINUTES OF 1-20-88

DATE: DECEMBER, 1987

TO: OREGON TRANSPORTATION COMMISSION

SUBJECT: REPORT OF ACTIONS TAKEN
UNDER DELEGATED AUTHORITY

Under delegated authority to the Highway Engineer (Delegation Order No. 23) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Administrative Order No. 33), the following actions were taken:

SALE OF EXCESS PARCELS: (23-43) (Admin. Order No. 33)

MARION COUNTY:

SUPERIOR-VISTA SECTION - COMMERCIAL STREET:

- 1) Files 15888 & 53929 - containing 8,090 s.f., m/l; \$69,000; Approved 11/16/87
- 2) Files 53966 & 53968 - containing 6,641 s.f., m/l; \$58,000; Approved 11/18/87.
- 3) File 53969 - containing 10,491 s.f., m/l; \$61,500; Approved 11/18/87.

CHEMAWA ROAD-HICKORY SECTION - SALEM PARKWAY:

- 4) File 46140 - containing 4.47 acres, m/l; \$116,700; Approved 11/16/87.

AGREEMENTS: (23-50) (Administrative Order No. 33)

LANE COUNTY:

UNITED STATES OF AMERICA
16 U.S.C. 832, ET SEQ. (GOVERNMENT):

- 5) State has acquired ownership of right-of-way for improvement of McKenzie Highway Junction, Eugene-Springfield Highway and Springfield-Creswell Highway. This highway right-of-way crosses prior easements and right-of-way of Government for Bonneville Power Administration (BPA) Lebanon-Goshen (operated as Santiam-Alvey No. 1) and McNary-Alvey No. 1 (operated as Santiam-Alvey No. 2) electric transmission lines.

EXHIBIT E
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Agreement adjusts and modifies respective rights of State and Government to permit the crossing of Government's easements and right-of-way with a minimum of conflict. Tract Nos. LG-202 and 205; Approved 11/19/87.

MULTNOMAH COUNTY:

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY, AND ITS LESSEE, UNION PACIFIC RAILROAD COMPANY:

- 6) The expansion of Public Highway U. S. No. 30 (Columbia River Highway), in that portion referred to as the Banfield Expressway. Project includes use of railroad company's right-of-way between M.P. 8.23 and 10.70 on Graham Line near Rockwood; for purpose of erecting retaining walls; \$156,400; R.R. 1224; R.E. No. 707-57; Approved 11/05/87.

INDENTURE OF ACCESS & GRANT OF ACCESS:

- 7) File 34031 - Grant of Access to McDonald's Corporation on the Northerly side of the Rex Hill-Newberg Section of the Pacific West Highway at Engr.'s Station 786+11. Approved and signed 9/11/87.
- 8) File 17090 - Grant of Access to Western Communication, Inc. and McKay Investments Co. on the Westerly side of the LaGrande-Ladd Canyon Section of the LaGrande-Baker Highway at Engr.'s Station 24+43. Approved and signed 8/27/87.
- 9) File 24408 - Indenture of Access with Shalimar Properties, Inc. and Douglas C., Albert B., and Robert C. Strain, on the Southerly side of the Eastbound lanes of the Tualatin Valley Highway. Approved and signed October 15, 1987.
- 10) Files 43698, L-6379, 55359 and 57169 - Indenture of Access with W. K. and Wilda Zollman on the Southerly side of the relocated Wallowa Lake Highway. Approved and signed November 30, 1987.

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OPTIONS AND OTHER DOCUMENTS RELATING TO THE
ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION:
(23-65) (Admin. Order No. 33)

BENTON COUNTY:

WEST HILLS RD.-GREEN RD. - CORVALLIS-NEWPORT HIGHWAY:

56455 George Leroy & Mary Jean Green \$28,160 App. 11/25/87

CLACKAMAS COUNTY:

LESTER AVENUE INTERCHANGE-E. PORTLAND FREEWAY:

56158 Patricia A. Knapp \$67,000 App. 11/18/87

56160 Leon O. & Juana Williams \$17,500 App. 11/05/87

56672 Peter S. & Nellie K. Leung \$41,500 App. 11/23/87

OSWEGO HWY. @ MCKILLICAN - OSWEGO HIGHWAY:

56014 John A. & Darlene C. Miller \$ 3,300 App. 11/24/87

WILDWOOD-ZIG ZAG - MT. HOOD HIGHWAY:

42329 Bureau of Land Management \$ 330 App. 11/18/87

CLATSOP COUNTY:

COAST RANGE SUMMIT-BURNT WOODS - CORVALLIS-NEWPORT HIGHWAY:

56134 Delores P. Stark \$22,050 App. 11/05/87

56137 Dale & Harriet Parsley \$24,700 App. 11/06/87

IRVING BRIDGE - WALLUSKI LOOP ROAD:

56910 Frank Elliott \$ 200 App. 11/23/87

COLUMBIA COUNTY:

BEAVER CREEK (ADAMS ROAD) BRIDGE - ADAMS ROAD:

57174 Harvey & Dorena Ridling \$ 400 App. 11/13/87

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DESCHUTES COUNTY:

MURPHY ROAD-LAVA BUTTE - THE DALLES-CALIFORNIA HIGHWAY:

56641	Les Schwab Profit Sharing Retirement Trust	\$ 850 App. 11/05/87
56644	Earl Andrew Edmonds	\$10,400 App. 11/05/87

DOUGLAS COUNTY:

CAMAS MOUNTAIN WAYSIDE-MUNS CREEK (SUICIDE CREEK) -
COOS BAY-ROSEBURG:

56039	Walter Ruddick	\$ 800 App. 11/12/87
56040	Beatrice U. Ulm	\$ 2,175 App. 11/10/87
56045	Rose Shutt; Donald Shutt; Marilyn von der Ehe; and Mary Sassman	\$ 900 App. 11/02/87
56046	Chester and Hazel J. Williams	\$ 3,400 App. 11/02/87
56049	Willie M. & Lois M. Sturmer	\$20,850 App. 11/23/87
56050	John Kenneth & Vera L. Huffman	\$ 2,950 App. 11/02/87

JACKSON COUNTY:

GREEN SPRINGS HIGHWAY ROCKFALL - GREEN SPRINGS HIGHWAY:

55727	M. G. Miller; Greg Adams; Dan Bunn; David A Pex; & Catherine C. Edwards	\$ 150 App. 11/10/87
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SCL MEDFORD-PHOENIX - ROGUE VALLEY HIGHWAY:

56967	Jack T. & Adra M. Walker Jack Walker, II, & Valerie D.	\$ 150 App. 11/12/87
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KLAMATH COUNTY:

KLAMATH FALLS-MALIN HWY @ LOWER KLAMATH HWY. -
KLAMATH FALLS-MALIN HIGHWAY:

55951 Billy G. & Linda K. Patterson \$ 2,461.30 11/23/87

LAVERNE AVENUE-S. SIDE BYPASS - WASHBURN WAY:

56142 Leonard Benton & Elmina Benton \$ 5,420 App. 11/05/87

56152 WESGO \$ 2,500 App. 11/18/87

56851 Otis C. & Winnifred Knighton \$ 100 App. 11/18/87

WILLIAMSON RIVER-MODOC POINT - THE DALLES-CALIF. HIGHWAY:

55377 First Interstate Bank of Oregon, N.A., Trustee \$ 840 App. 11/23/87

55382 Rod L. & Elizabeth Slade \$ 2,565 App. 11/05/87

55387 Klamath County \$ 100 App. 11/10/87

55387 Trendwest, Inc. \$13,000 App. 11/23/87

55745 Dorothy Virginia Collier & Eleanor Collier Ehlers, Personal Representatives of the Estate of Alfred D. Collier \$ 100 App. 11/10/87

55749 Gienger Enterprises, Inc. \$ 6,625 App. 11/23/87

LANE COUNTY:

GATE CREEK (VIDA) BRIDGE - MCKENZIE HIGHWAY:

55911 Kenneth Edwin Opager, et al Earl & Betty Kelso (C.P.) \$ 200 App. 11/02/87

55912 Derald & Carol Parks Don Furtick & John P. Hammer (C.P.) \$ 4,950 App. 11/18/87

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LINCOLN COUNTY:

SILETZ HIGHWAY @ M.P. 15.3 WEST OF CEDAR CREEK BRIDGE - ON
NORTH SIDE OF HIGHWAY - SILETZ HIGHWAY:

56171 Patricia J. Soto \$ 200 App. 11/05/87

SILETZ HIGHWAY BRIDGE (EUCHRE CREEK) - SILETZ HIGHWAY:

54218 Iris J. & Jerome P. Kosydar \$ 550 App. 11/05/87

55045 Nedra M. Joham \$ 200 App. 11/05/87

LINN COUNTY:

LIBERTY ROAD-SWEET HOME - SANTIAM HIGHWAY:

57171 R. L. & Ursula Pickle \$ 350 App. 11/02/87

MARION COUNTY:

QUINABY ROAD - PACIFIC HIGHWAY EAST:

55715 Kenneth E. & Mona N. Meier \$ 1,050 App. 11/10/87

55717 Larry J. & Jeanette M. Griesenauer \$ 1,300 App. 11/10/87

MULTNOMAH COUNTY:

N.E. 111TH AVENUE-N.E. 181ST AVENUE - COLUMBIA RIVER HWY.:
54720 Oregon-Washington Railroad \$156,400 App. 11/13/87
& Navigation Company
Union Pacific Railroad Company

S.E. DIVISION-S.E. SCHILLER - CASCADE N. HIGHWAY:

55070 Mittleman Properties (Land) \$ 6,020 App. 11/12/87

55070 U. S. National Bank of Oregon \$ 6,330 App. 11/12/87
Arthur Marchetti, Asst. V.P.
(Lessee) (Improvements)

55080 Standard Insurance Company \$ 5,600 App. 11/02/87

55087 Stanley R. Culver \$ 7,275 App. 11/24/87

55337 Collins Food International, \$ 1,100 App. 11/05/87
Inc.

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TILLAMOOK COUNTY:

KILCHIS RIVER BRIDGE - COUNTY ROAD #654:

56895	Glenn E. & Marjorie Metcalfe James A. & Wilda L. Metcalfe	\$ 100	App. 11/10/87
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WASHINGTON COUNTY:

ROCK CREEK BLVD.-T.V. HIGHWAY - 185TH AVENUE:

55754	Ralph W. & Janet C. Holland	\$ 3,600	App. 11/06/87
55755	Frithjof G. Tollefsen	\$ 4,125	App. 11/19/87
55767	Ervin & Patti Reeves	\$70,000	App. 11/20/87
55768	Paul E. Box; Richard A. Warner	\$42,600	App. 11/18/87
55789	Berdell & Mary Howell	\$ 1,850	App. 11/23/87
55800	Mark Godvig	\$ 1,350	App. 11/23/87
55803	Herbert D. & Debra J. Ridings	\$ 500	App. 11/19/87
55811	Jacob & Avis Wolf	\$ 4,275	App. 11/13/87
55835	Medical Research Foundation of Oregon	\$ 2,500	App. 11/02/87
55843	Duane A. & Sandra L. Zieman	\$ 3,000	App. 11/23/87
55844	Andrew G. & Linda L. Raguskus	\$ 4,000	App. 11/06/87
55855	K. L. McGough; William Pemberton; David Barno	\$15,090	App. 11/18/87
55869	Charles Keith Nash	\$ 1,250	App. 11/06/87
55871	Kenneth Ray Hendrickson	\$ 500	App. 11/23/87
55872	John Leonard Graham, Jr.	\$ 500	App. 11/06/87
56210	William D. Gustafson	\$ 2,250	App. 11/06/87
56224	Kenneth A. & Barbara L. York	\$ 1,150	App. 11/02/87
56234	George E. & Barbara Russell	\$ 350	App. 11/06/87
56265	Jozsef Sandor	\$ 100	App. 11/18/87

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YAMHILL COUNTY:

DEER CREEK BRIDGE - GOPHER VALLEY ROAD:

55919 Marvin Worden; \$ 1,030 App. 11/02/87
Herbert & Dorothy M. Sermol

Dated this 7th day of December, 1987



Steven Green, Right of Way Manager

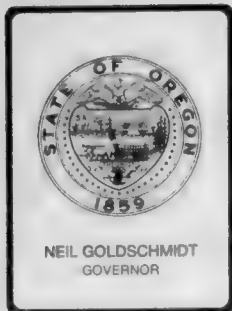


EXHIBIT F
MINUTES OF 1-20-88

Department of Transportation

PARKS AND RECREATION DIVISION

525 TRADE STREET SE, SALEM, OREGON 97310

TO: Oregon Transportation Commission

FROM: David G. Talbot
State Parks Administrator

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized the State Parks Administrator, or his designate, in an official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith, the Parks Administrator or his designate has approved the following actions and report them for your official records.

On September 16, 1987, approved a Land Use Permit with Sam Hauck Farms for farming on Willamette River Greenway property in Clackamas County.

On November 6, 1987, approved Elon Marquand's request to construct a single-family residence with attached garage/workshop within the Rogue River Scenic Waterway in Curry County.

On November 10, 1987, approved a Timber Contract with J/B Logging, for trailhead thinning at Silver Falls State Park in Marion County.

On November 13, 1987, approved Mr. and Mrs. Virgil Goff's request to place a mobile home residence within the Rogue River Scenic Waterway in Josephine County.

On November 13, 1987, approved John Misener's request to place a mobile home within the John Day River Scenic Waterway in Wheeler County.

On November 13, 1987, approved a Security Services Agreement with Sundown Security, Inc. for services at Tryon Creek and Mary S. Young State Parks in Clackamas Counties, in an amount not to exceed \$10.00 per day.

On November 18, 1987, approved Charles Brune's request to place a mobile home within the Sandy River Scenic Waterway in Multnomah County.

Dated this 3rd day of December, 1987



David G. Talbot, State Parks Administrator

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EXHIBIT G
MINUTES OF 1-20-88

Department of Transportation

PUBLIC TRANSIT DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310 PHONE 378-8201

In Reply Refer to
File No

January 6, 1988

COM

MEMORANDUM

TO: Oregon Transportation Commission

FROM: *Eric W. East*
Denny Moore, Administrator
Public Transit Division

SUBJECT: Reported Actions Taken Under Delegated Authority

On behalf of the Commission and under the authority delegated to me to approve and sign contracts, I have taken the following actions since my last report:

1. Urban Mass Transportation Administration, Section 9. A federal grant providing capital/operating assistance to urbanized transit systems on a pass-through basis.
 - A. A grant agreement with Salem Area Transit District and Urban Mass Transportation Administration to allow the District to receive \$1,293,544 in federal funds directly. (October 8, 1987)
2. Small City and Rural Area Transit Assistance Program. A federal/state general funded program to provide operating assistance for public transportation service.

			G.F.	F.F.
A.	City of Astoria	Oct. 9, 1987	\$ 12,200	\$ 12,100
B.	Basin Transit Service	Oct. 9, 1987	-0-	96,080
C.	Baker County	Oct. 9, 1987	5,600	5,500
D.	City of Albany	Oct. 15, 1987	15,400	15,200
E.	Linn-Benton Loop	Oct. 10, 1987	16,700	16,400
F.	Columbia County	Oct. 15, 1987	31,900	31,500
G.	City of Corvallis	Oct. 15, 1987	32,950	32,500
H.	City of Newport	Oct. 16, 1987	10,200	10,100
I.	City of Hermiston	Oct. 16, 1987	5,900	5,800
J.	City of Milton-Freewater	Oct. 22, 1987	8,250	-0-
K.	City of Pendleton	Oct. 22, 1987	8,850	-0-
L.	Marion County	Nov. 18, 1987	12,900	13,150
M.	City of Ontario	Nov. 18, 1987	5,050	5,100

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			G.F.	F.F.
N.	City of Sweet Home	Nov. 18, 1987	\$8,250	\$ -0-
O.	Union County	Nov. 18, 1987	7,350	7,300
P.	Wallowa County	Nov. 18, 1987	8,250	-0-
Q.	Grant County	Nov. 19, 1987	8,250	-0-
R.	Curry County	Dec. 15, 1987	7,300	7,200
S.	Lane Transit District	Dec. 15, 1987	-0-	27,900
T.	Rogue Valley Trans. District	Dec. 15, 1987	-0-	104,100
U.	Tri-Met	Dec. 15, 1987	-0-	67,600
V.	Yamhill County	Dec. 22, 1987	12,100	11,900
W.	City of Woodburn	Dec. 28, 1987	9,150	9,000

3. Urban Mass Transportation Administration, Section 16(b)(2). A federal program for capital purchases of vehicles and equipment to be used in transporting elderly and handicapped persons.

A.	Albertina Kerr Centers	Oct. 27, 1987	\$44,940
B.	Community Action Agency of Yamhill County	Oct. 27, 1987	17,325
C.	Curry County Seniors	Oct. 27, 1987	21,000
D.	Friendly House	Oct. 27, 1987	4,609
E.	Grant County Senior Center	Oct. 27, 1987	24,255
F.	Ikoï No Kai	Oct. 27, 1987	21,000
G.	Klamath Basin Senior Citizens Council	Oct. 27, 1987	18,375
H.	Loaves & Fishes Center	Oct. 27, 1987	40,425
I.	Opportunity Center	Oct. 27, 1987	23,048
J.	Opportunity Foundation of Central Oregon	Oct. 27, 1987	21,000
K.	Oregon Housing & Associated Services	Oct. 27, 1987	47,250
L.	Soroptimists International of Prineville	Oct. 27, 1987	23,300
M.	Special Mobility Services, Lane County	Oct. 27, 1987	82,740
N.	Treasure Valley Opportunities	Oct. 27, 1987	18,795
O.	United Senior Citizens of Bend	Oct. 27, 1987	40,425
P.	Umpqua Community Action Network	Oct. 27, 1987	47,565

4. An agreement between the Public Transit Division and Federal Highway Administration to negotiate an indirect cost rate on grants and contracts with the Federal Government. (October 12, 1987)
5. An agreement between the Public Transit Division and the Oregon Department of Energy in the amount of \$4,000 to assist the Corvallis Rideshare Pilot Program and purchase a rideshare video advertisement. (November 19, 1987)

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6. A contract with Urban Mass Transportation Administration to administer and disburse \$558,063 of federal and local funds, for the purchase of capital equipment to be used for transporting elderly and handicapped persons. (October 27, 1987)

DHM:ag

cc: Bob Bothman, Director
Department of Transportation

John Elliott, Assistant Director
Intergovernmental and Public Affairs

deljan:forms

REPORT OF CASES FILED BY AND AGAINST THE DEPARTMENT OF TRANSPORTATION

L-9147 - Robert M. Brice vs. State of Oregon, by and through the Department of Transportation, Parks and Recreation Division. This is an Action at Law. Plaintiff had applied for an approach road permit on the Oregon Coast Highway in the County of Lincoln. The approach road permit was denied and he has therefore sought a decree from the Court declaring that he has the right of access along the entire boundary of his real property to the state highway. He is also asking for damages for interference and the denial of his right of access. The matter has been referred to the Trial Division for the defense of the state.

L-9148 - Steel Fabricators, Inc., an Oregon corporation, vs. Mocon Corporation, and the Oregon State Highway Division. The plaintiff in this case is seeking damages for dust that was allowed to settle on his property when Mocon Corporation constructed contract #9928 in Clackamas County. He is asking for \$7,000.00 in damages and attorney fees. The matter has been referred to the Trial Section of the Department of Justice for the defense of the State.

L-9149 - Richard DeVault vs. State of Oregon, etal. This is a complaint which occurred in Wallowa County and is for damages of outrageous conduct. The plaintiff alleges that certain employees of the defendant, State of Oregon, conspired to force plaintiff to quit his employment with the State, filed false reports alleging sexual misconduct without proof of the same, ordered and directed other employees to find grounds to terminate the plaintiff and investigated allegations against the plaintiff in an improper manner and with improper motives and without objective fairness. The plaintiff maintains that the conduct of the defendant's employees in the above circumstances was intentional and deliberate in disregard of a high probability that emotional distress would result to plaintiff. The plaintiff is seeking non-economic damages due to emotional distress in an amount to be determined at the time of trial and economic damages in the form of past and future wages, losses and medical expenses in an amount to be determined at the time of trial. The matter has been referred to the Trial Division of the Department of Justice for the defense of the State.

L-9150 - Tom Olinghouse v. Walter Carl Maas, and individual, and State of Oregon. This is a complaint for personal injury which occurred in Clackamas County, in which Walter Maas was operating an automobile on State Highway 224 and collided headon with automobile in which plaintiff was a passenger. The negligence of the State of Oregon is alleged to be failing to maintain the roadway in a safe condition, failing to maintain proper traffic and warning signs and failure to remove loose rocks from the highway. The plaintiff is seeking \$30,000.00 in damages. The matter has been referred to the Trial Section of the Department of Justice for the defense of the State.

EXHIBIT H
MINUTES OF 1-20-88

L-9156 - Linda Bellman, Personal Representative of the Estate of Gladys Lorene Sandow vs. Charles E. Gant, Sr., et al. This is a complaint for Wrongful Death, Statutory Tort Negligence and Negligent Entrustment. The decedent was a passenger in a 75 Mercury Cougar and defendant Charles E. Gant, Sr., was the owner of said automobile. The alleged negligence of the State is in conjunction with the alleged negligence of the prime contractor, S. J. Groves and subcontractor, Coral Corporation. The negligence relates to their being no sign to advise or warn motorists that the street narrowed from 4 lanes to 3. The overpass did not have temporary guardrails or barrels or other kinds of barriers to provide protection for an automobile from the bridge abutment. There were no reflectors or reflecting devices on the roadway at or near the approach to the overpass and no temporary traffic control devices or barricades or raised markers were on the roadway to guide motorists out of the right hand lane and into the adjacent left lane. The plaintiff is seeking special damages to be determined at the time of trial and general damages to be determined at the time of trial. The matter has been referred to the Trial Section of the Department of Justice for the defense of the State.

L-9158 - Columbia Pacific Construction Company vs. State of Oregon Department of Transportation. This is a complaint for damages of Breach of Contract and Quantum Meruit Recovery. Plaintiff was the contractor for contract no. 9906 to be performed in Multnomah County. The complaint is based on the alleged substantial and material changes in the nature, grade, scope and quantity of work to be performed by plaintiff relating to general excavation. The plaintiff alleges that the defendant's conduct was a material breach of the contract and the plaintiff's costs of performance of the general excavation on the project increased in excess of \$20,000.00 for which plaintiff is entitled to be reimbursed. The plaintiff is seeking \$20,000.00 or the specific amount which will be proven at the time of trial. The matter has been referred to the Trial Section of the Department of Justice for the defense of the State.

L-9159 - Jeffrey Henry Sarders vs. State of Oregon and Thad Alfred Bedingfield. This is a complaint in District Court in Jackson for \$2,945.12. This small case is subject to mandatory arbitration. The allegations of the plaintiff are that Thad Bedingfield, an Oregon State Highway Division employee operated his car in a negligent manner and collided with plaintiff's car. The matter has been referred to the Trial Section of the Department of Justice for the defense of the State.

NOTE: The Department of Justice has filed a complaint against the ship that damaged the Astoria Bridge. The amount of the lawsuit is for one million five hundred thousand or whatever lesser amount the damages come to. The Attorney General's office has retained the services of a specialist in this field, Karl R. Neil, and the matter will be pursued as diligently as possible in order to recover the cost of repairs of the bridge.

EXHIBIT H
MINUTES OF 1-20-88

REPORT OF CONDEMNATION CASES SETTLED

Defendant	State's Offer	State's Highest Appraisal	Amount of Settlement
Donald Meier L-9027 R-55458 Section: Fishhawk Creek Bridge Highway: Fishhawk Falls County: Clatsop	\$ 800.00	\$ 1,020.00	\$ 5,000.00
Ikuko Nakata L-8866 R-53719-05 Section: N. E. Pacific Street Highway: Banfield Light Rail Project County: Multnomah	\$ 850.00	\$12,500.00	\$17,000.00
Michael Olds L-8849 R-54957 Section: Superior St. S. E. - Vista Ave. S. E. (Salem) Highway: Pacific Highway East County: Marion	\$32,200.00	\$32,115.00	\$41,000.00

REPORT OF CONDEMNATION CASES DISMISSED

Defendant	State's Offer	State's Highest Appraisal	Amount of Settlement
John M. Bates L-9076 R-56424 Section: Highway: S. E. 235th Avenue County: Multnomah			
Hasan Kizilcik L-8918 R-54469 Section: 12th St.S.E. - 24th St. S. E. (Salem) Highway: Mission Street County: Marion			

REMARKS: File Cancelled

REMARKS: Settled by Right of Way

REPORT OF SETTLEMENT OR DISPOSITION OF CASES OTHER THAN CONDEMNATION

Plaintiff	Defendant	Cause of Action	Demand of Plaintiff
Terry Caley L-42408 County: Lane		Not paying Rent	
Remarks: We are returning this file to you. Unable to locate defendants.			

EXHIBIT H
MINUTES OF 1-20-88

REPORT OF CONDEMNATION CASES SETTLED

<u>Defendant</u>	<u>State's Offer</u>	<u>State's Highest Appraisal</u>	<u>Amount of Settlement</u>
A. T. Grimsted L-8871 R-54118 Section: S.E. 182nd Ave. - Birdsdale Ave. (Gresham) Highway: Mt. Hood County: Multnomah	\$13,100.00	\$13,100.00	\$20,000.00
Charles Edward Finegan L-8940 R-54872 Section: N. E. Sandy Blvd. - Stark St. Highway: N.E. 257th Drive County: Multnomah	\$48,000.00	\$48,000.00	\$57,000.00
Frank A. Windust, Jr. L- 8965 R-54858 Section: N. E. Sandy Blvd. - Stark St. Highway: N.E. 257th Drive County: Multnomah	\$152,000.00	\$208,100.00	\$215,100.00

REPORT OF CONDEMNATION CASES DISMISSED

<u>Defendant</u>	<u>State's Offer</u>	<u>State's Highest Appraisal</u>	<u>Amount of Settlement</u>
State L-8391 CAO-82-352 Section: MP 3 Highway: 395 County: Umatilla	George F. Christopher	Property Damage	\$355.30
State L-8907 CAO-85-429 Section: South End Road Hwy Highway: Hwy 99E - MP 17.55 County: Multnomah	Keith M. Young	Property Damage	\$659.44
State L-8533 CAO-84-168 Section: 99E Highway: Vineyard Road County: Clackamas	Richard L. Kimbell	Property Damage	\$849.68

REMARKS: Settlement paid in full

REMARKS: Settlement paid in full.

REMARKS: Settlement paid in full.

EXHIBIT H
MINUTES OF 1-20-88

REPORT OF TRIAL OF OTHER CASES - State Plaintiff

<u>Defendant</u>	<u>Cause of Action</u>	<u>Demands of Plaintiff</u>	<u>Verdict or Judgment</u>
Debra A. Estes Property Damage L-8690 CAO-84-191 Attorney Fees: \$200.00 County: Marion Highway: Pacific W - 1W MP x 0.36		\$399.89	\$399.89
		Court Costs: \$78.50	
		Remarks: License Suspended	
Clay C. Condon Property Damage L-8697 CAO-85-109 Attorney Fees: \$200.00 County: Marion Highway: 22 MP 23		\$523.06	\$523.06
		Court Costs: \$108.50	
		Remarks: License Suspended	
Phillip Cayne Property Damage L-8887 CAO-85-537 Attorney Fees: \$260.00 County: Clackamas Highway: I-5 - MP 301.70		\$835.47	\$835.47
		Court Costs: \$87.70	
		Remarks: License Suspended	

REPORT OF CONDEMNATION CASES TRIED

<u>Defendant</u>	<u>State's Highest written offer made more than 30 days prior to trial</u>	<u>State's Testimony at trial</u>	<u>Defendant's lowest demand</u>	<u>Verdict</u>
Christopher P. Kleps et al L-8716 R-53312 Section: Cazadero-North Fork Clackamas River Highway: Clackamas County: Clackamas	\$25,000.00	\$22,000.00	\$70,000.00	\$28,400.00
James C. Hatfield L-8967 R-54500.B Section: 12 St. S.E. - 24th St. S. E. (Salem) Highway: Mission St. County: Marion	\$19,000.00	\$16,765.00	\$77,000.00	\$24,000.00

EXHIBIT H
MINUTES OF 1-20-88



EXHIBIT I
MINUTES OF 1-20-88

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 23, 1987

In Reply Refer to
File No.:

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report
Action Taken Under Delegated Authority

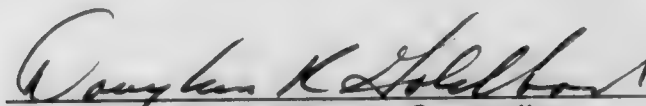
Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On December 23, 1987, \$3,678,295.38 was distributed to the counties as their share of motor vehicle revenues for the month of November, 1987.

On December 23, 1987, \$2,230,436.21 was distributed to the cities for the month of November, 1987.

(Lists of apportionments on file in Commission Files, Salem.)

Dated this 23rd day of December, 1987


Douglass R. Goldbach, Controller
Highway Division

Attachments

cc: Bob Bothman
John Elliott



MINUTES
OF THE
OREGON TRANSPORTATION TELEPHONE MEETING
HELD ON
FEBRUARY 1, 1988

February 1, 1988
Salem, Oregon

The Oregon Transportation Commission held a special telephone meeting at 8:35 a.m., originating in Room 135 (Director's Office), Transportation Building, Salem. (Notice of the meeting was made by press release to newspapers of general and local circulation throughout the State.) The following persons were on the telephone at the locations given:

Michael P. Hollern, Chairman, Bend
John Whitty, Vice Chairman, Coos Bay
David F. Bolender, Member, Portland
Cynthia J. Ford, Member, Medford
Robert F. Duvall, Member, Forest Grove
Robert N. Bothman, Director of Transportation, Salem

There were other staff persons present.

Chairman Hollern called the telephone meeting to order. Mr. Bothman said the purpose of the telephone meeting was to confirm the appointment of a new State Highway Engineer and to confirm the appointment of Don Adams as Acting State Highway Engineer for the month of February 1988.

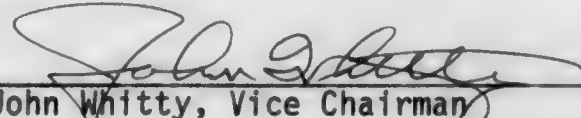
Mr. Bothman said prior to Larry Rulien's retirement as State Highway Engineer on January 31, 1988, the Department recruited nationwide for that position. He mentioned that he had interviewed the final applicants, along with Chairman Hollern and Dianne Perry of the Governor's Office. It was an unanimous decision to select Donald E. Forbes. (Under Oregon Law, the Director appoints the State Highway Engineer, with the approval of the Commission.) Commissioner Bolender moved for confirmation of the appointment of Mr. Forbes as State Highway Engineer. Vice Chairman Whitty seconded the confirmation. The motion carried unanimously.

Mr. Bothman asked for the Commission's confirmation of Don Adams as Acting State Highway Engineer for the month of February 1988. Mr. Forbes will begin work on February 22, 1988. Commissioner Duvall moved for confirmation and the motion was seconded by Commissioner Ford. The motion carried unanimously by the Commission.

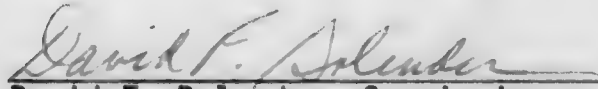
The telephone meeting concluded at 8:44 a.m.



Michael P. Hollern, Chairman



John Whitty, Vice Chairman



David F. Bolender, Commissioner



Cynthia J. Ford, Commissioner



Commission Services



Robert F. Duvall, Commissioner

MINUTES OF
OREGON TRANSPORTATION COMMISSION

DINNER

FEBRUARY 15, 1988

AND

AGENDA REVIEW
FORMAL MEETING
WORKSHOPS

FEBRUARY 16, 1988

On February 15, 1988, at 7 p.m., the Transportation Commission and Executive Staff attended a dinner meeting in the Coos Bay Room of the Red Lion Motor Inn, 310 S.W. Lincoln Street, in Portland. (Notice of the dinner had been made by press release to newspapers of local and general circulation throughout the state.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
David Bolender, Member
Robert Bothman, Director of Transportation
Gary Potter, Director of Administration
John Elliott, Special Assistant to the Director, Office of Public Affairs
Carol Mitchell, Public Information Officer for Highway Division
David Moomaw, Administrator, Motor Vehicles Division
Paul Burket, Administrator, Aeronautics Division
Dennis Moore, Administrator, Public Transit Division
Don Forbes, State Highway Engineer
Don Adams, Acting State Highway Engineer
Cam Gilmour, Manager, Program Section
Judy Gregory, Manager, Personnel Section
Vicki Nakashima, Manager, Civil Rights
Mark Ford, Policy and Planning Section
Paul Norris, Manager, Policy and Planning Section
Robert Royer, Planning Engineer
Ted Spence, Region I Office
Rick Kuehn, Region I Engineer
Janis Collins, Region I Information Officer
Dale Wilken, Division Administrator, Federal Highway Administration
Senator Jane Cease, Chair of Senate Transportation Committee
Dr. David Forkenbrock, University of Iowa
Dr. Ken Duker, Portland State University
Jack Graham, Manager, Administrative Services
Fran Neavoll, Commission Services

Chairman Hollern introduced Dr. David Forkenbrock, who is an associate professor in the Graduate Program in Urban and Regional Planning at the University of Iowa. His research interests lie in the area of transportation policy, with emphasis on methods of planning and financing transportation services at the State and local levels. Dr. Forkenbrock, while on leave from the University, was involved in research at the Iowa Department of Transportation, where he helped design the State's RISE Program (Revitalize Iowa's Sound Economy).

Dr. Forkenbrock said that RISE is a program that was passed by the 1985 Iowa Legislature to guide highway investments for creating, stimulating, or supporting economic development across the State. It was supported by a two-cent per gallon gas tax that yielded about \$32 million per year and the funds were to be used specifically for state, county, and municipal road improvements which promoted economic development potential. He said since Oregon is considering a similar program, his presentation would address four basic areas:

- 1) What the other States are doing with respect to highway improvements intended to support economic development.
- 2) What the State can expect of such a program; what principles should be taken into account when designing the program.
- 3) How the principles were applied in the design of the RISE program.
- 4) What has Iowa learned from the program and the recommendations for Oregon in designing the program.

Dr. Forkenbrock reported that a survey was conducted of the 50 States asking what kinds of program each State has for guiding highway investments to promote economic activity. He summarized the survey as follows:

- 1) 35 States explicitly take economic development into account in their highway programming activities.
- 2) 15 States incorporate economic development objectives into their normal programming process but do not have special funds or programs for the specific purpose of supporting economic development.
- 3) 22 States have categorical funding or bonding authority for economic development.
- 4) 11 States mainly were oriented toward making industrial parks more accessible. For example, South Dakota's requirements were outlined.
- 5) 8 States' programs include the capability for a quick response to funding requests for development-related highway projects (usually less than 30 days).

Dr. Forkenbrock discussed the role of transportation investments in the overall economic development strategy for the State. He said consideration should be given to the following points in developing Oregon's transportation plan strategy:

- 1) There is a national shift from rural areas and small towns to metropolitan areas, and that trend is going to continue.
- 2) Manufacturing employment across the nation is going to decline. Capital intensive manufacturing can and will locate away from traditional labor centers.
- 3) The fastest growing sector of the U.S. economy is producer services, including communication, finance, real estate, insurance, printing, etc.

Dr. Forkenbrock commented that within the next few decades major changes are likely to occur in the nation's economy. He said rapid growth will occur in areas that offer the right package of attraction. He said infrastructure was a key element in this strategy. He continued that from an overall State perspective, improving access of metropolitan areas to out-of-state markets are likely to pay the largest overall dividends in terms of aggregate economic growth. He suggested that a State needs to move very carefully and decisively to adjust to the significantly changing U.S. Economy by providing the infrastructure that will allow the development to occur. He cautioned that spending money on highways does not always make communities attractive to investors.

Dr. Forkenbrock outlined the five-point criterion in designing a similar program:

- 1) Make the program as efficient as possible. The benefits to society must exceed the costs of the improvement.
- 2) Make a distinction between speculative projects and projects where negotiations are actually taking place with a specific business that is considering locating in a community. Highway infrastructure is an issue in whether the business will choose to locate in the State. Respond quickly to these requests. (In Iowa, response is within 15 days.) Speculative projects are far more risky and should be avoided. Actual construction should not begin until a firm commitment has been made by the business to actually locate.

(Continued on next page.)

- 3) Type of business that you are attracting. From an economic development perspective, preference should be given to highway improvement that facilitates the attraction of so-called export industries over retail and local service activities.
- 4) Obtain an investor commitment. High priority should be given to projects that involve business and community participation.
- 5) Local need. The State needs to decide whether it wants to help every part of the State or help the State as an overall entity.

Dr. Forkenbrock continued by saying there were three types of projects in the RISE Program and he explained the ratings used to evaluate the projects in Iowa:

- 1) Immediate opportunity projects. This category is reserved for projects that need funding commitment within a short time period and are related to an immediate, nonspeculative opportunity for permanent job creation or retention. Applicant should be in the process of negotiating a location with a developer or firm. No distinction should be made between retaining business or attracting them. The importance of quick response capability was stressed. There must be at least 20% non-RISE financial participation in the project.
- 2) Local development projects - communities provide proposals for smaller improvements that they feel improve their economic strength. Projects are chosen on a competitive rating system.
- 3) Regional development projects. This category addresses the need of a geographic area beyond the scope of a single county, city or site.

Dr. Forkenbrock outlined the specific lessons Iowa has learned as follows:

- 1) Involve business leaders in designing key features of the program. Confidentiality of the project development was also a concern among the businesses.

(Continued on next page.)

- 2) Distinction should not be made between businesses considering leaving the State and businesses that are trying to be attracted to the State. Consider longer-term benefits and not just short-term impacts.
- 3) Work with the Economic Development staff.
- 4) Transportation Commission should make the project funding decisions.
- 5) Projects that are funded should be monitored to determine whether promised benefits actually are forthcoming. If not, the process should be reviewed.
- 6) Considerable emphasis should be placed on growing the State's own industries, rather than subsidizing attraction of someone else's industry.
- 7) Have a strategic direction for your State's economic development; what should be the role of highways in supporting economic development.

Dr. Forkenbrock said in Iowa 120 projects have been approved at a cost of about \$47 million. The Department estimated 10,000 jobs have been assisted by these projects. The program has attracted a total capital investment to the State of \$576 million in terms of the value of the buildings, the equipment, and other facilities. The average cost of a project has been about \$300,000; average cost of a job assisted about \$2,000. He said the immediate opportunity projects continue to grow. (Written document in Commission's files, Salem.)

Chairman Hollern thanked Dr. Forkenbrock for his presentation and the dinner meeting adjourned at 9 p.m.

On February 16, 1988, at 7 a.m. a breakfast was held in the Coos Bay Room at the Red Lion Motor Inn in Portland attended by the Transportation Commission and Executive Staff. Following breakfast, an agenda review was held.

Mr. Bothman discussed two projects on the agenda:

- 1) Adding the project in Milton-Freewater to the Six-Year Highway Improvement Program. (See page 7664 of the formal meeting minutes.)
- 2) Survey on the Corvallis-Lebanon Highway in Linn County. (See page 7658 of the formal meeting minutes.)

Mr. Bothman also discussed the meeting with Governor Neil Goldschmidt at Arlene Schnitzer Concert Hall beginning at 2 p.m. with all appointed Boards and Commissions. The details were reviewed with the Commission, such as the Governor's address, subject groups, and a reception in the Lobby of the Performing Arts Center.

Mr. Elliott explained the reason for the contract with the American Contractor Publication, which is on the consent calendar. Chairman Hollern suggested that there needs to be an analysis as to what kind of results the Department is receiving for this contract over the long term. (See formal meeting minutes, page 7659.)

Mr. Adams discussed adding the Milton-Freewater Project at a total estimated cost of \$160,000 to the Six-Year Highway Improvement Program. (See formal meeting minutes on page 7664.)

Mr. Bothman mentioned that there are two contract overruns on the consent calendar. He stated that in the future these items may want to be placed on the oral portion of the agenda. He felt that there were too many overruns at the present time. (See page 7659.)

Chairman Hollern discussed the proposal to review the Portland area transportation needs and financing alternatives. He mentioned that Ken Harrison was the Chairman of the Business Committee on Regional Transportation Priorities, sponsored by the Portland Metropolitan Chamber and the Oregon Business Council. One of the tasks would be to review the regional transportation plan and priorities set by JPACT. It was decided that Mr. Adams would bring this item up at the formal meeting for consideration of a consultant contract with Barney and Worth at a cost of \$70,000. (See page 7665.)

Mr. Adams said he would like the bicycle master plan pulled from the consent calendar as it needed some revisions.

Mr. Christian discussed a proposed contract with the Highway Users Federation for a Highway Division Program Review to focus toward an overview of the effectiveness of the highway program and highway staff. He said this would tend to balance the limited specialized review being conducted by the Secretary of State's performance audit staff.

Jeff Tainer, a loaned executive from US Bank, gave a report on his activities at the Motor Vehicles Division. He outlined five customer service ideas and five privatization ideas. (See formal meeting for outline, page 7663.)

Cam Gilmour handed the Commission an update of the public meeting schedule for the Six-Year Highway Improvement Program. He also mentioned that at the December dinner meeting with the Economic Development Commission it was decided that the relationship of the Six-Year Program to regional strategies required clarification. As a result of that decision, a joint policy paper was prepared and will be included as a part of the Six-Year Highway Program process. (Copy of policy in Commission's files, Salem.)

Ted Spence discussed the draft proposal of an Immediate Opportunity Fund, which consisted of four pages. (Copy in Commission's files, Salem.) He said the purpose of the Immediate Opportunity Fund was to support specific economic developments in Oregon through the construction or improvement of roads. The funding category for immediate economic opportunities had been created from new revenues provided by the 1987 Legislature. The fund would be at a level of \$5 million per year to a maximum of \$40 million through fiscal year 1996. The fund will be used in situations that require a quick response and commitment of funds for economic development opportunities. He outlined the objectives, the eligibility, program criteria and procedures, Commission decision and project implementation, and program administration. It was decided that the opportunity fund should be discussed at the Six-Year Program meetings. Chairman Hollern suggested that the decision of commitment of funds should be made within 30 days not 30 working days.

The agenda review ended at 8:58 a.m.

On February 16, 1988, the Oregon Transportation Commission held its regular monthly meeting in the Coos Bay Room of the Red Lion Motor Inn, 310 S. W. Lincoln Street in Portland, beginning at 9 a.m. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
David F. Bolender, Member
Robert F. Duvall, Member
Cynthia J. Ford, Member
Robert N. Bothman, Director of Transportation
Gary Potter, Director of Administration
John Elliott, Special Assistant to the Director, Office of Public Affairs
Joe Christian, Director of Financial Management
David P. Moomaw, Administrator of Motor Vehicles Division
David Talbot, Administrator of Parks and Recreation Division
Paul Burket, Administrator of Aeronautics Division
Dennis Moore, Administrator of Public Transit Division
Don Adams, Acting State Highway Engineer
Rick Kuehn, Region 1 Engineer
Dale Wilken, Division Administrator, Federal Highway Administration
Jack Graham, Manager, Administrative Services
Fran Neavoll, Commission Services

There were other staff persons present, including members of the news media.

Commissioner Duvall moved for approval of the following items on the consent calendar, except the master bicycle plan, which had been removed from the consent calendar at the agenda review meeting. The motion carried unanimously by the Commission.

- 1) Minutes of the meetings of January 19-20 and February 1, 1988.
- 2) Adopted resolution declaring necessity of certain real property for public purposes and authorizing condemnation. ("Real Property Condemnation Resolution No. 2795" on file in Commission's files, Salem.)
- 3) Survey map and adopted resolution covering the Lake Creek-Pacific Highway Section of the Corvallis-Lebanon Highway in Linn County. ("Highway Corridor and Design Resolution No. 472" in Commission's files, Salem.)

- 4) Agreement with American Contractor Publication to provide current, useful, and necessary information to persons in the highway construction business in connection with the DBE/EEO Unit of the Construction Section at a cost of \$36,000. (Authorized State Highway Engineer to sign agreement.)
- 5) Agreement with the City of Lakeside to provide sewage disposal services to William Tugman State Park in Coos County. Sewer connection fee \$49,840 and yearly sewer service charge of \$203 per month. (Authorized the Parks Administrator to sign agreement.)
- 6) Agreement with Marion County for the operation of the Wheatland Ferry. In return for Parks' contribution of \$10,000, the County will allow Parks' employees to use the ferry without cost during the course of their official duties. (Authorized Parks Administrator to sign agreement.)
- 7) Adopted resolution abandoning six short segments of old alignment in the Mystic Creek-Camas Valley Section of the Coos Bay-Roseburg Highway in Douglas County to the abutting property owners. ("Abandonment Resolution No. 627" in Commission's files, Salem.)
- 8) Supplement No. 2 to a personal service contract with Wilsey & Ham, Inc., for the Columbia City NCL-Warren Section of the Lower Columbia River Highway in Columbia County. Supplement adds environmental work to the project scope, extends the expiration date, and increases the total project cost from \$186,514.94 to \$313,968.94. (Authorized State Highway Engineer to sign supplement.)
- 9) Authorized increases in project authorizations on the following contracts:
 - a) Contract No. 10,396, NE 13th and Gertz Industrial Access (Portland) Section, City Streets, Multnomah County, in the amount of \$124,300 (10% increase).
 - b) Contract No. 10,469, Stage Gulch Drain Ditch (Stanfield) Bridge Section, Dunne Street, Umatilla County, in the amount of \$13,200 (11.5% increase).

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission files in Salem.)

Chairman of Commission	Exhibit A
Director of Transportation	Exhibit B
State Highway Engineer	Exhibit C
Right of Way Manager	Exhibit D
Parks Administrator	Exhibit E
Chief Counsel	Exhibit F
Highway Controller	Exhibit G

Mr. Bothman said Donald Forbes, newly appointed State Highway Engineer, was unable to be present at the meeting as he was attending the meeting with the Governor's Boards and Commissions.

Dr. David Forkenbrock summarized his comments made at the dinner meeting concerning his participation in the Iowa Department of Transportation's RISE Program (Revitalize Iowa's Sound Economy). (See pages 7651 through 7655.)

Chairman Hollern thanked Dr. Forkenbrock for summarizing his presentation from the previous dinner meeting. He stated that the Commission is considering in the next Six-Year Highway Improvement Program designating approximately \$5 million a year for a similar-type program, an immediate economic development opportunity fund. He stated the reason that Dr. Forkenbrock was asked to come to Oregon was to present his experience and background dealing with creation of the Iowa program, in addition to his research on other economic development highway fund allocation programs in the United States. Chairman Hollern said he had been very helpful to the Commission and the Department.

Mr. Potter brought the Commission up-to-date on the Glenn Jackson Scholarship Program. He said this will be the fourth year for the employee fund drive. Plans for this year are a garage sale, bowling tournament, and the Jackson Scholars Store. He handed the Commission a status report of the financing. (Copy in Commission's files.) He reported that the total amount collected and pledged to date is \$200,000, with a goal of \$250,000. He said this Spring two more scholarships will be awarded to two children of ODOT employees or retirees, for a total of eight \$2,500 annual scholarships. The employee fund drive begins March 1 and ends on April 15.

The Commission unanimously confirmed their next meeting date of March 15, 1988, in Salem at 9 a.m., with a dinner the preceding evening at Inn at Orchard Heights. A tentative date for the following meeting was set by the Commission for April 18 and 19 in Portland.

Mark Ford, Policy and Planning Section, brought the Commission up-to-date on the transportation plan strategy. Mr. Potter handed the Commission a draft of the planning process. (Copy in Commission's files, Salem.) By use of flipcharts, he reviewed the process as follows:

- 1) The purpose of the Transportation Plan is to determine the most appropriate long-range strategies for developing and managing Oregon's transportation infrastructure in order to support economic efficiency, orderly economic growth, safety, and environmental quality.
- 2) The Plan will be accomplished by a four-step process: futures process, partnership process, decision process, and implementation.
- 3) The purpose of the futures workshop:
 - a) To understand long-range trends in evaluating future transportation strategies.
 - b) To develop a shared vision of Oregon's future.
 - c) To define critical, long-range transportation issues and strategy areas based on a shared vision of the future.
- 4) This will be done in a three-step futures process:
 - a) Futures conference to be held for one day with the following agenda: a national futurist speaking about national trends; an Oregon futurist; and a panel discussion of alternate visions of the future.

The participants would be the Commission, future strategies committees, public officials including legislators, and the general public.

(Continued on next page.)

- b) Workshop with the Commission and the future strategies committee to better define their vision of the future and to determine the critical transportation issues, which will be held after the workshop.
- c) Staff will come back to the Commission in June to summarize shared vision, transportation issues and key strategies for the Commission in order to receive direction as to which to pursue in the decision process.

Mr. Ford discussed the partnership process. He said regional meetings will be held after July and it is hoped to have some clear defined strategies by October. It is anticipated that the Commission will approve the Plan in November and that the Plan will be published in time for the next Legislature. The futures workshop was set for Friday, May 6. Vice Chairman Whitty asked for copies of the flipcharts used in Mr. Ford's presentation. Chairman Hollern mentioned that the emphasis should be coming out with an action plan to get results and not to produce the Plan.

Mr. Moore requested approval of the Commission to proceed with the implementation of the projects approved for the Stripper Well Funds. He recalled that at the last Commission meeting it was reported that the U. S. Department of Energy had approved the projects. Commissioner Bolender moved for approval of the following projects and the motion carried unanimously by the Commission. The Commission also authorized the Administrator of Public Transit to execute agreements with the transit districts for expenditure of the Stripper Well Funds.

<u>Applicant</u>	<u>Description</u>	<u>Total Project</u>	<u>Stripper Well Funds</u>
1. Rogue Valley Trans. District	Rogue Valley will undertake Phase 4 of its long term capital improvement program. Phase 4 includes construction of a permanent off-street transfer center in downtown Medford and improvements to its maintenance facility.	\$ 2,539,000	\$ 168,344
2. Tri-Met	Procure vehicles including: (a) 57 replacement buses (40' standard coaches with lifts), plus associated parts inventory, to improve fleet efficiency, reliability and attractiveness. (b) Seven service vehicles.	\$10,237,329	\$1,606,465
3. Tri-Met	Computer equipment to improve efficiency of rail and bus scheduling and to optimize maintenance of rolling stock. Improved efficiency of scheduling provides more service to the public at the same or lower cost. Optimized vehicle maintenance results in more fuel-efficient revenue vehicle operation.	\$ 580,000	\$ 116,000
4. Tri-Met	Intermodal transit facilities project including Westside Light Rail engineering.	\$ 9,630,420	\$1,048,684
GRAND TOTAL		\$22,986,749	\$2,939,493

February 16, 1988

7662

Mr. Moomaw asked for the Commission's consideration of a request to the Emergency Board for an increase of \$139,909 in the Division's 1987-89 budget expenditure limitation and for the authority to extend nine limited duration positions through July 1988. He said this request is needed for continuation of a pilot project in the Portland area to improve the level of service for customers by hiring inmates at the Women's Correction Center to answer calls rerouted to Salem. He explained that this proposal has many benefits: costs are lower, DMV employees spend less time answering the phone; customers at those offices are better served, and the inmates learn practical job skills. Commissioner Ford moved for approval of the request and the motion carried unanimously by the Commission.

Jeff Tainer, who is a loaned executive from the US Bank and who has been working with the Motor Vehicles Division to look at ways to improve customer service and reduce costs, gave a report on his ideas. He stated that he has been concentrating on privatization ideas or subcontracting DMV work. He described the following ideas: lock box mail-in transactions, subcontracting all data entry work/microfilming, and certifying driver education instructors to give drive tests. Mr. Tainer said he had also come up with five ideas for customer service. (See written memo in Commission files explaining the ideas.)

Mr. Burket reported that the Aeronautics Division has the opportunity to obtain more Federal Airport/Airway Trust Funds than had been forecast in the approved 1987-89 budget. He said to apply for and expend these funds for the improvement of State-owned airports will require an increase in the expenditure limitation of the Capital Construction Program. He asked for the Commission's approval of a request to the Emergency Board for an increase in the capital construction expenditure limitation in the amount of \$242,574 and legislative approval to apply for additional Federal Funds in the amount of \$339,277. It is proposed to use the additional funds for a project at the Bandon State Airport and for phase two of the Wasco State Airport. Vice Chairman Whitty moved for approval and the motion carried unanimously by the Commission.

Mr. Burket told the Commission that for the past six years the lessee at the Independence State Airport had been using methylene chloride to strip paint from airplanes. The Department of Environmental Quality has determined that the waste from the stripping was determined as hazardous to the environment. The lessee has now defaulted on his lease and his whereabouts are unknown. He requested authority to negotiate a personal service contract in an amount not to exceed \$20,000 to begin analysis of materials which remain on-site at the abandoned property. He said over \$14,000 of this amount will be spent to pay laboratories to analyze the materials remaining on-site. After the analysis is conducted, a report containing the costs for clean up will be provided. Vice Chairman Whitty moved for approval of the contract and the motion carried unanimously. The Commission also authorized the Administrator of Aeronautics to sign the contract.

Mr. Adams requested approval to add the following project to the current Six-Year Highway Improvement Program. He said this is consistent with the Division's effort to help the Oregon Comeback by encouraging local governments to improve the entrances to their cities. Commissioner Duvall moved for approval of the project and the motion carried unanimously by the Commission. The Commission also authorized the State Highway Engineer to sign the necessary agreement.

SECTION: UPRR & 8th Avenue Undercrossing (Milton-Freewater), Landscape
HIGHWAY: Oregon-Washington
COUNTY: Umatilla
PROGRAM YR: 1988
FUNDING: State
Total Estimated Cost: \$160,000

DISCUSSION: Unsightly roadside conditions within the urban section are considered a detriment to economic development. The State is to contract low maintenance landscaping and furnish material for the irrigation system.

The City of Milton-Freewater will furnish top soil, irrigation material, design and install irrigation system and provide water and all materials, labor, and equipment to maintain the completed project.

IMPACT: State funds are in short supply. The State Construction Program is currently on hold. Funding this project reduces the funds available for competing uses, such as the State Construction Program.

Bob Royer, Planning Engineer, gave a report on the US101 Study. He reviewed the discussion at the Astoria Commission meeting. He said meetings have been held in Gold Beach, Coos Bay, Cannon Beach, and Lincoln City with over 200 people attending. At those meetings, four strategies were presented as follows:

- 1) The status quo - take each project as it comes up.
- 2) Dispersion - an emphasis on traffic as it gets to the coast and disperses out.
- 3) Urban-economic - this places emphasis in the urban areas and in those areas on the Coast Highway where there is a lot of economic activity.
- 4) Tourism - this supports tourism by improving access to tourist-related areas.

Mr. Royer said since the meetings the following conclusions have been reached:

- 1) There needs to be better tourist and recreational signing.
- 2) There needs to be some selective thinning of brush or timber so that the vista to the coast would be enhanced.
- 3) There needs to be better and more bicycle facilities.
- 4) There needs to be more passing lanes.
- 5) There is an interest in more vistas or turnouts.
- 6) There seems to be a focus on the urban-economic strategy coupled with the tourism strategy.

Mr. Royer said at the present time the strategies are being refined. He said they will go back to public meetings in June to discuss what they heard and to get reaction. He said they are looking at the improvements of the highway, costs for doing the improvements, and ways to fund the improvements. He mentioned they will work with LCDC and Lincoln County to become involved in a visual management study where a consultant will look at the visual aspects from Highway 101 and the coast. He commented that the staff is studying the possibility of developing US101 into a park-like type of environment. Chairman Hollern said the Commission would like to see the final conclusions before the staff goes back to the public for the meetings in June.

Mr. Adams reported that the business community in Portland has organized to help review the transportation plans in the metropolitan area. He said it has been suggested that Barney and Worth, a consultant, be hired to help in the review and the report at a cost of \$70,000. He explained that this contract is necessary for the business group to evaluate and achieve a consensus on the projects that need to be built and ways to fund them over the next 10 to 15 years. Chairman Hollern commented that it was critical to get the private sector involved. Commissioner Bolender moved for approval and the motion carried unanimously by the Commission. The Commission also authorized the State Highway Engineer to sign the consultant contract.

Mr. Adams mentioned that this month marks the 75th Anniversary of the Highway Division. He described plans to celebrate the occasion during National Transportation Week in May. He displayed the sign with the 75th Logo, which will be used throughout the State at mall displays and related activities. He said in connection with the anniversary shirts, sweat shirts, caps, and pins are being sold to benefit the Jackson Scholars Fund.

Mr. Adams said along with the formation of the Commission in 1913, the old Columbia River Highway got its start. He asked Lewis McArthur, Committee Chair of the Historic Preservation League of Oregon, to make a few remarks about the early beginnings of the Columbia River Highway.

Mr. McArthur gave an historic report on the old Columbia River Highway, in which construction began in 1914. By the summer of 1915 the road was opened to Hood River, but graveled only. He commented that in 1915, Multnomah County voted a bond issue to pave the road from its length to Multnomah County. In 1916 the road was paved to Multnomah Falls. The Columbia River Highway was officially opened in June 1916. The Federal Government designated US30 in 1921 from the turnaround at Seaside to The Dalles. He said that has now been redesignated I-84.

Roberta Young, Coordinator of the various involved agencies, gave the Commission an update on the study of the Historic Columbia River Highway. She gave a progress report on the effort to set up a program to manage the highway. She mentioned the Columbia River Gorge National Scenic Act approved in 1986 which provides the following:

- 1) A national scenic designation for the Gorge area for the purposes of protecting the resources.
- 2) The preparation of a program to manage the old highway and to reconnect abandoned portions of the old highway to the usable sections.
- 3) \$2.8 million highway authorization and \$10 million general recreation authorization.

Ms. Young reviewed the 1987 State legislation (SB 766):

- 1) The establishment of a new State policy in terms of the old highway. The policy addresses: a) reuse and management of the highway as a visitor attraction; b) calls for the rehabilitation, preservation, and maintenance of the original roadbed and the connection of abandoned sections to existing sections that are driveable; c) a visitor information program; and d) protection of the scenic qualities of the highway.
- 2) Requires that the program must be done with the consultation of a permanent citizen advisory committee.
- 3) No funding was included for the program.

(Continued on next page.)

Ms. Young said the foundation for the program will be the study prepared by the Highway and Parks Divisions. Another priority will be to initiate some recommendations, which came out of the study, as follows:

- 1) Development of a traffic management plan for the Highway.
- 2) Conduct a feasibility study for reopening the Mosier Twin Tunnels.
- 3) Creation of a volunteer coordination program.

Ms. Young said they will also coordinate their efforts with the activities of the Forest Service and the Bi-State Columbia Gorge Commission.

Mr. Talbot requested the Commission's approval of the study presented at the December 15, 1987, meeting of the Historic Columbia River Highway in principle, not in all its detail. Vice Chairman Whitty moved for approval in principle and the motion carried unanimously by the Commission.

Mr. Talbot said that the Parks Division had received an option to purchase 13.6 acres of land adjacent to the Tumalo State Park in Deschutes County. The property contains approximately 1,350 feet of Deschutes River frontage and it will make an excellent addition to the day use area. The appraised value of the parcel is \$85,000. He explained that the purchase agreement consists of a \$58,000 payment (Federal Funds), a land exchange with a value of \$22,500, and a donation of \$4,500. The land exchange consists of five residential lots at Manzanita in Tillamook County, which is surplus with no potential for future park use. The appraised value of the lots is \$22,500. Commissioner Bolender moved for approval of the purchase/exchange of this property. The motion carried unanimously by the Commission.

Mr. Talbot requested the Commission's approval of a gratis conveyance to the City of Waldport the William P. Keady State Wayside (10.2 acres) for public park and recreation purposes. He said the property is basically undeveloped and is used primarily by the local citizens. Commissioner Bolender moved for approval of his request. The motion carried unanimously by the Commission.

Mr. Talbot reported that the 2010 Plan Committee has begun its series of town hall meetings throughout Oregon, with tours of the State Parks.

There being no further business to consider, Chairman Hollern adjourned the formal meeting at 10:55 a.m.

At 11:10 a.m., a workshop was held in the same room with the same persons present.

Mr. Elliott said the purpose of the workshop was to discuss with the Commission the legislative concepts. He described the process and then called on each Administrator or appropriate staff person to brief the Commission on their concept as follows:

Aeronautics:

Mr. Burket discussed the transfer of unrefunded gas tax. (\$250,000 estimate for the biennium.)

Central Services:

Paul Norris stated that at the March Commission meeting there will be discussion concerning rail alternatives, including the possibility of a Rail Division and a special Commission.

Mr. Norris requested statutory clarification on abandoned railroad right of way.

Mr. Christian discussed the two housekeeping items of bonding authority (reserve fund) and the transferring of Highway Accounting Section staff to Central Services.

Highway:

Mr. Adams discussed the raising of the limit of the sno-park permit fees; several property management issues, such as advertising of excess property, authority to dispose of certain property by transferring it at no cost to adjacent property owners, and the ability to negotiate below price at an auction; requiring garbage haulers to cover both empty and full loads; and increasing the custom license plate fee.

Concerning the custom license plate concept, the Commission felt that before going to the Legislature, there needs to be an analysis to determine if this increase would decrease sales.

Mr. Adams discussed two concepts concerning the relocation allowances and changing the terms of office of the Winter Recreation Advisory Committee.

Motor Vehicles:

Virlena Crosley discussed the following concepts:

Motor vehicle liability insurance premium tax (revenue expected \$3.5 million).

Classified driver license compliance with Commercial Motor Vehicle Safety Act.

Medical certification forms.

Dealer records at their primary business location.

Vehicle titles from dealers within 60 days.

Title transfer and security interest perfection.

Financial responsibility process with the dealer license.

Customer use of credit cards.

Expiration of instruction permits.

DUII/IC suspensions and waits.

Suspension orders. (Eliminating double suspensions).

Convictions. Courts report to DMV certain convictions that they are currently not reporting.

Habitual offender warning letters (first class mailing).

Housekeeping from 1987 session.

Requiring Doctors to report legally blind persons.

Reinstatement fee for coercives. (Driving while suspended).

Change time for vehicle expirations.

DEQ certificate. (Use of computers).

Address change by phone for registration documents.

Replacement custom plates fee.

(Continued on next page.)

Credits (Pro-rated fleet).

Application instructions - pro-rated vehicles.

Temporary Authority fees (Interstate registration).

Updating vehicle equipment and safety laws to reflect current Federal statutes.

Parks:

Mr. Talbot reported on their two concepts:

Admission fees - allowing the cooperative associations to collect money at the parks in order to build up their own bank account for their activities.

Excise tax on hiking equipment and clothes to fund trail projects.

Public Transit:

Mr. Moore discussed the following concepts:

Transit capital fund - allows spending funds in a subsequent biennium.

Tire and battery tax - a revenue source related to transportation. This proposal would raise about \$12 million per biennium.

Cigarette tax increase - an additional cent for the elderly and handicapped transportation. (This proposal raises about \$5½ million additional a biennium.)

Trust fund credits - allows the use of highway funds for transit capital improvements where the transit capital improvements would substantially reduce the cost of the highway investment.

Rideshare fund - requires State agencies to set aside one percent of the construction costs of new buildings for setting up and operating a rideshare program for employees to get to work.

Chairman Hollern suggested a preliminary discussion with the Executive Department on some of these concepts.

The workshop adjourned at 12 noon.

At noon, the Commission and Executive Staff had lunch in the Coos Bay Room of the Red Lion Motor Inn. At 12:30 p.m. a budget workshop was held.

Mr. Christian said each of the Divisions will present their major budget issues.

Mr. Christian asked for the Commission's endorsement to work through the Executive Department in reviewing uses of the Highway Fund outside of the Department, such as the Marine Fuel Tax Transfer and PUC weight-mile tax collection and Motor Carrier Program costs.

Mr. Moore indicated that the Public Transit Division will need to identify a source of funds to replace the Stripper Well Funds which expire at the end of the current biennium. Funding may also have to be identified for transit projects, such as the Sunset Transitway and I-205 Light Rail.

Mr. Talbot said his budget issue is regional strategies proposed by different groups. He was concerned about supporting projects that do not fit into the existing priority system.

Mr. Moomaw discussed activities for which a fee has never been charged, such as driver improvement, hearings, accident reporting, mandatory insurance, and habitual offender sections. He posed the question if the Division should pursue funding alternatives. There was discussion concerning the Commission setting the fees.

Mr. Burket said, if the Commission has no objection, he will reconvene the Aviation Financial Task Force to review the following revenues to continue programs at existing levels:

- 1) Increase the registration fee an average of \$10 per aircraft for the first biennium and another \$10 for the second biennium, with no increases for the older, less expensive aircraft. This would generate about \$85,000 for the first biennium.
- 2) An increase in general aviation jet fuel tax raising about \$143,000 a biennium.
- 3) Excise tax of the sale price on aircrafts sold within the State. Estimate of \$204,000 per biennium.

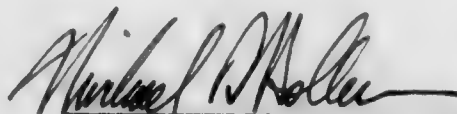
Mr. Burket said this would generate about \$430,000 in a two-year period. With the present forecasted revenues, there will be an \$800,000 shortfall. He mentioned that he also proposes legislation to allow a motor fuel tax transfer. Chairman Hollern said to reconvene the Task Force.

Mr. Adams outlined two questions covering the following budget issues:

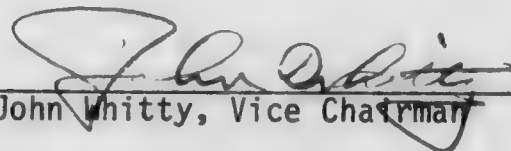
- 1) Should the Highway Division reduce maintenance activities and increase preservation contracts?
- 2) What manpower levels should the Highway Division maintain given the size of project development efforts, contracting out, and automation?

Manpower levels were discussed by Mr. Bothman and Chairman Hollern.

The workshop adjourned at 1:10 p.m. The Commission then left for Arlene Schnitzer Concert Hall for a meeting with Governor Neil Goldschmidt's Boards and Commissions.



Michael P. Hollern, Chairman



John Whitty, Vice Chairman

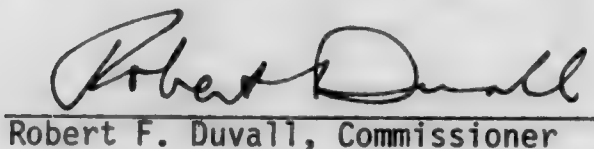
David F. Bolender, Commissioner



Cynthia J. Ford, Commissioner



Dean Merrill
Commission Services



Robert F. Duvall, Commissioner

EXHIBIT A
MINUTES OF 2/16/88

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated
Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the actions listed below and report this action for your official records:

- 1) Agreement with Clackamas County for installation of traffic control signals, with fire pre-emptive features, on the Cascade Highway N., King Rd. West and King Rd. East. The project will be financed 100 percent by the County with no expense to State. Following construction, the State will maintain and supply power to the signals. (Authorize State Highway Engineer to sign agreement.)
- 2) Agreement with Tad's Chicken N' Dumplings to install an illuminated crosswalk sign on the Crown Point Hwy. @ Tad's Restaurant in Multnomah County. The State will perform all work necessary to design and construct the sign. The State will maintain the crosswalk, crosswalk sign, and pay all power costs following construction. Tad's will pay 100 percent of all project design and construction costs, including contingency costs attributable to the project. (Authorize the State Highway Engineer to sign agreement.)

EXHIBIT A
MINUTES OF 2/16/88

- 3) Guidelines and working agreement with the League of Oregon Cities pertaining to the administration of the Special City Allotment Program in Oregon for those cities with less than 5,000 population. The terms of the agreement cover not only funding, but also system eligibility and selection, project application and investigation, selection, engineering, right-of-way, utilities, and maintenance. The agreement will be reviewed on a biennial basis as to revision requirements. (Authorize State Highway Engineer to sign agreement.)

Dated this 18 day of January, 1988



Michael P. Hollern, Chairman
Oregon Transportation Commission

1-13-88

APPROVED


STATE HIGHWAY ENGINEER

Date 1/14/88

EXHIBIT A
MINUTES OF 2/16/88

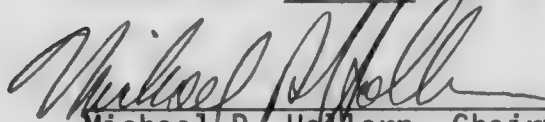
TO: Oregon Transportation Commission

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

Agreement with Chemeketa Community College to conduct three one-day workshops in pot-hole filling and crack repair at a cost not to exceed \$5,800. The workshops will be held in Wilsonville on March 15, 1988, in Ashland on March 22, 1988, and in Pendleton on April 6, 1988. (Authorize the State Highway Engineer to sign agreement.)

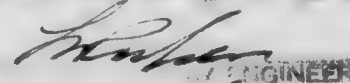
Dated this 2 day of February, 1988



Michael P. Hollern, Chairman
Oregon Transportation Commission

1-25-88

APPROVED



1/24/88

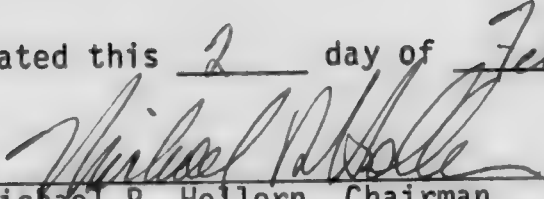
EXHIBIT A
MINUTES OF 2/16/88

TO: Oregon Transportation Commission
SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

Agreement between Oregon State Parks Division and Elsie and Donald Clifford for the concession operation in the day use lodge at Silver Falls State Park. The term of the agreement is January 1, 1988, to December 31, 1990. The concessionaire will pay State Parks eight percent of the monthly gross sales during the period of the agreement. (Authorize the State Parks Administrator to sign agreement.)

Dated this 2 day of February, 1988


Michael P. Hollern, Chairman
Oregon Transportation Commission

1-29-88

EXHIBIT BMINUTES OF 2/16/88

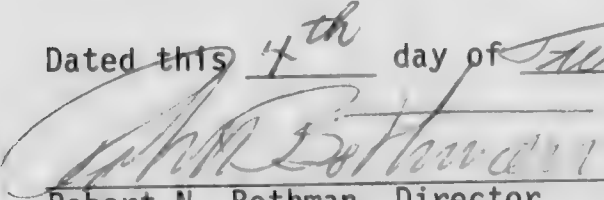
TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I took the following actions and report this for your official records:

- 1) On December 7, 1987, approved an interagency agreement between the Adult and Family Services Division of the Department of Human Resources, Public Utility Commission, and the Department of Transportation to gain access to certain electronic records which will include inquiry to the food stamp eligibility file, the client maintenance file, and a master client cross-index file to determine eligibility for the Oregon Telephone Assistance Program. Time Period: December 1, 1987, through May 30, 1992. (Signed by Joe Christian for Director.)
- 2) On January 8, 1988, approved a personal service contract with David J. Forkenbrock to provide professional services regarding the implementation of the Opportunity Fund within the State Highway Program at a cost not to exceed \$2,000 beginning February 14, 1988, through February 29, 1988.
- 3) On January 20, 1988, approved a personal service contract with Dan Franklin for performing graphics and artwork for the Overview, which is an element of the Statewide Transportation Plan, at a cost not to exceed \$4,800. Delivery schedule begins January 25, 1988, and ends July 31, 1988.
- 4) On January 29, 1988, approved a personal service contract with Gossard-Pyron Associates to provide consulting assistance in the Highway Division Accounting Section for increasing organizational effectiveness through development of a team management process. Contract completion date is July 27, 1988, at a cost not to exceed \$5,000.

Dated this 4th day of February, 1988


Robert N. Bothman, Director

2-4-88

EXHIBIT C
MINUTES OF 2/16/88

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated
Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I took the following actions and report this for your official records:

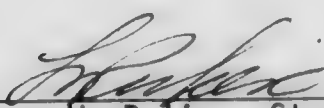
- 1) On September 23, 1987, approved Adjustment Grant No. 3 with the Oregon Traffic Safety Commission for traffic engineering assistance to local governments. Current grant period of July 1986 to September 30, 1987, is extended to December 30, 1987.
- 2) On December 1, 1987, approved the prohibition of fishing from the following bridges on the Clackamas Highway No. 171 in Clackamas County: MP 38.77, Carter Bridge; MP 39.15, Armstrong Bridge; MP 44.88, Whitewater Bridge; and MP 45.83, Cripple Creek Bridge.
- 3) On December 23, 1987, approved a request from the City of Portland to remove the pedestrian operated traffic signal on the NE Portland Highway No. 123 at NE 52nd Avenue (MP 8.78). The signal will be turned off and all pedestrian heads covered for a period of time not to exceed six months, during which time a decision will be made whether to remove or retain the traffic signal.
- 4) On December 28, 1987, approved a request to remove the pedestrian operated traffic signal on Cascade Highway North No. 68 at Battin Road (MP 7.61) in Clackamas County. The signal will be turned off and all pedestrian heads covered for a period of time not to exceed six months, during which time a decision will be made whether to remove or retain the traffic signal.

EXHIBIT C
MINUTES OF 2/16/88

- 5) On January 13, 1988, signed Supplemental Agreement No. 7 with CH2M-Hill Northwest, Inc. for preliminary engineering on South Slough (Charleston) Bridge of Cape Arago Highway in Coos County. This supplement extends the completion date to April 25, 1988. (Original agreement approved by Transportation Commission on May 15, 1984.)
- 6) On January 14, 1988, approved an agreement with Mt. Hood Meadows Development Corporation for snow removal on certain access roads and parking areas at the Mt. Hood Meadows ski and recreational resort.
- 7) On January 14, 1988, approved an agreement between the Public Utility Commission and Department of Transportation, Highway Division Weighmasters Unit, for implementation of Oregon's Motor Carrier Safety State Enforcement Plan for FY 1988. This agreement expires September 30, 1988, unless sooner terminated by mutual agreement.
- 8) On January 14, 1988, approved an agreement with H-Ski Corp. covering snow removal on designated winter recreation parking locations at Ski Bowl Multotorpor ski and recreational resort.
- 9) On January 21, 1988, approved an addendum to the master purchase agreement with Intergraph Corporation covering purchasing or furnishing of equipment, software, maintenance services, and educational courses. Addendum amends terms and conditions for software licensing to allow the State to use data base conversion program, OCTAL.
- 10) On January 20, 1988, signed a personal service contract with Century West Engineering Corporation covering the material testing projects in Geographical Areas M4A and M4B. Compensation for work accomplished under this contract shall not exceed a maximum of \$85,000 and the expiration date is December 31, 1988, unless otherwise agreed by mutual consent of both parties. (Approved by Transportation Commission on March 20, 1987.)

EXHIBIT C
MINUTES OF 2/16/88

- 11) On January 25, 1988, signed an intergovernmental agreement with Multnomah County detailing arrangements for use of land in Blue Lake County Park to fulfill wetland mitigation requirement resulting from SE 182nd Avenue-Birdsdale Avenue Project on Powell Boulevard. (Approved by Transportation Commission January 18, 1984, as part of Six-Year Highway Improvement Program.)
- 12) On January 25, 1988, approved an agreement between the Executive Department and the Highway Division providing for the services of a management analyst to assist in an organizational improvement review of the Weighmasters Unit operations. The Executive Department will conduct the review at a cost not to exceed \$3,000 beginning on January 25, 1988, with a completion date of March 15, 1988.
- 13) On January 25, 1988, established a 45 MPH speed zone on the Sherman Highway No. 42 in the City of Moro, Sherman County, from 0.24 mile north of 5th Street (MP 17.83) to 0.11 mile north of 5th Street (MP 17.96) (Moro city limits), and from 0.31 mile south of Bidwell Street (MP 18.88) (Moro city limits) to 0.38 mile south of Bidwell Street (MP 18.95). (See Speed Zone Order No. 962.)



Larry W. Rulien, State Highway Engineer
Dated this 29 of January, 1988

1-27-88

EXHIBIT D
MINUTES OF 2/16/88

DATE: FEBRUARY, 1988

TO: OREGON TRANSPORTATION COMMISSION

SUBJECT: REPORT OF ACTIONS TAKEN
UNDER DELEGATED AUTHORITY

Under delegated authority to the Highway Engineer (Delegation Order No. 23) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Administrative Order No. 33), the following actions were taken:

SALE OF EXCESS PARCELS: (23-43) (Administrative Order No. 33)

CLACKAMAS COUNTY:

N. TIGARD-S. TIGARD SECTION - PACIFIC HIGHWAY:

- 1) File 50137; containing 0.15 acre, m/l.; \$43,500; Approved 1/15/88.

COOS COUNTY:

COQUILLE-RINK CREEK SECTION - COOS BAY-ROSEBURG HIGHWAY:

- 2) File 25056; containing 2.5 acres, m/l.; \$2,500; Approved 12/28/87.

CURRY COUNTY:

PORT ORFORD SECTION - OREGON COAST HIGHWAY:

- 3) File 02563; containing 5,620 s.f., m/l.; \$500; Approved 1/26/88.

LINN COUNTY:

QUEEN AVE.-CORVALLIS/LEBANON HWY. - ALBANY-JUNCTION CITY HIGHWAY:

- 4) File 55551; containing 5,840 s.f., m/l.; \$100; Approved 1/20/88.

MARION COUNTY:

CHEMAWA ROAD-HICKORY ST. SECTION - SALEM PARKWAY:

- 5) File 47684; containing 18,866 s.f., m/l.; \$11,300; Approved 1/11/88.
- 6) File 46140; containing 4.47 acre, m/l.; \$90,000; Approved 1/15/88.

EXHIBIT D
MINUTES OF 2/16/88

Report of Actions Taken Under Delegated Authority
February, 1988
Page Two

MULTNOMAH COUNTY:

N. TIGARD-S. TIGARD SECTION - PACIFIC HIGHWAY:

- 7) File 50212; containing .26 acre, m/l.; \$14,000; Approved 1/26/88.

S.E. DIVISION-S.E. FOSTER SECTION - E. PORTLAND FREEWAY:

- 8) File 46388; containing 5,000 s.f., m/l.; \$33,500; Approved 1/15/88

WASHINGTON COUNTY:

GARDINER RANCH-BERGER RANCH SECTION - SUNSET HIGHWAY:

- 9) File 6507A; containing 26,220 s.f., m/l.; \$70,800; Approved 1/11/88.

UMATILLA COUNTY:

PENDLETON SECTION-OLD OREGON TRAIL HIGHWAY:

- 10) Key File 13009 & Files 13010, 13011, 13012, 13013, 24858, 24859, 26086, 26087, 26088, 39096, 39098, 39099, 39100, 39104; containing 3.66 acres, m/l.; \$80,000; Approved 1/22/88.

AGREEMENTS: (23-50) (Administrative Order No. 33)

JACKSON COUNTY:

SOUTHERN PACIFIC TRANSPORTATION COMPANY:

- 11) Widen crossing to 28' and install two (2) OPUC Standard No. 2 flashing lights and two (2) OPUC Standard No. 4 automatic gates controlled by constant warning time devices at the grade crossing of Rapp Road and the Siskiyou Branch of the Southern Pacific Transportation Co. (OPUC Crossing Number C-434.10) in Jackson County; Estimated Cost of \$128,470; R.R. 1274 Service Contract No. 87-21; Approved 12/31/87.

SHERMAN COUNTY:

UNION PACIFIC RAILROAD COMPANY:

- 12) Extension Rider, effective 9/01/87, to Basic Agreement dated August 29, 1962 bearing Railroad Company's Agreement Audit No. 102567 covering construction, maintenance, and use of pedestrian foot path at M.P. 99.38, near Miller; Sherman County; \$150; Approved 1/29/88.

EXHIBIT D
MINUTES OF 2/16/88

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February, 1988
Page Three

RESOLUTIONS: (23-55) (Administrative Order No. 33)

WASCO COUNTY:

THE DALLES COMMUNICATIONS FACILITY @ THE DALLES, OREGON:

- 13) Agreement that Highway-owned tower space at the Dalles Communications Facility may be utilized by Oregon Commission on Public Broadcasting (OCPB) on a reciprocal basis. This cooperative use of agency facilities is without any charge; C. & A. 9344; Approved 1/19/88

GRANT OF PERMANENT EASEMENT:

COLUMBIA COUNTY:

BEAVER CREEK BRIDGE SECTION - ADAMS ROAD:

- 14) Files 47924 & 57172; containing 180 s.f., m/l.; \$100; Approved 12/29/87.

R/W SERVICE AGREEMENTS: (23-45)

BAKER COUNTY:

- 15) Agreement for R/W Services #328; Construction-Finance Agreement #8931; to perform services in the acquisition phase and other phases preliminary thereto for the project; Pine Creek Road-UPRR Crossing-Pocahontas Road Section; Approved 11/02/87.

COLUMBIA COUNTY:

- 16) Agreement for R/W Services #323; C. & A. #8901; to perform services in the acquisition phase and other phases preliminary thereto for the project; Nehalem River Bridge; Airport Road (a County Road); Approved April 23, 1987.

MARION COUNTY:

- 17) Agreement for R/W Services #321; C. & A. #9257; with the City of Salem for acquisition of right-of-way for the City; S. Commercial-N. Santiam Highway; Kuebler Boulevard; Approved 12/21/87.

MULTNOMAH COUNTY:

- 18) Agreement for R/W Services #329; C. & A. #9338; with Multnomah County; to perform services in the acquisition phase and other phases preliminary thereto for the Project; Stark St.-Glisan St.; 223rd Avenue; and also an Amendment covering three parcels on 202nd Avenue and Glisan Street and one parcel on 181st Avenue and San Rafael St.; \$360,000; Approved 1/11/88.

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MINUTES OF 2/16/88

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Page Four

R/W SERVICE AGREEMENTS: (Continued)

WALLOWA COUNTY:

- 19) Agreement for R/W Services #322; C. & A. #9268; with Wallowa County; to perform necessary appraisals on subject project; Crow Creek Road; Oregon Forest Highway; Approved 10/22/87.

WASCO COUNTY:

- 20) Agreement for R/W Services #244 (Supplemental); C. & A. #7958; with Wasco County; to perform relocation services on subject project; Idaho Street-Carroll Road; State Road (County road); Approved 1/11/88.

MANAGEMENT HOME PURCHASE PROGRAM:

JACKSON COUNTY:

- 21) File 55223; Purchase of single-family residence from Blonson Loy & Connie Neavoll; located at 1680 Millcreek Drive, Prospect OR 97536; \$20,680; Approved 12/30/87.

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION: (23-65) (Administrative Order No. 33)

BENTON COUNTY:

WEST HILLS ROAD-GREEN RD. - CORVALLIS-NEWPORT HIGHWAY:

- | | | |
|-------|-------------------------------|-----------------------|
| 56454 | Philomath Forest Products Co. | \$ 1,050 App. 1/21/88 |
| 56456 | Howard & Shroyer, Inc. | \$ 3,850 App. 1/08/88 |

CLACKAMAS COUNTY:

JOHNSON CREEK-LESTER AVENUE - E. PORTLAND FREEWAY:

- | | | |
|------------|----------------|-----------------------|
| 45927-F-#7 | Barbara Nelson | \$ 5,500 App. 1/21/88 |
|------------|----------------|-----------------------|

LESTER AVENUE INTERCHANGE - E. PORTLAND FREEWAY HIGHWAY:

- | | | |
|-------|-------------|-----------------------|
| 56159 | Traco, Inc. | \$16,750 App. 1/22/88 |
|-------|-------------|-----------------------|

LESTER INTERCHANGE TO S.E. 92ND AVE. - LESTER AVENUE:

- | | | |
|-------|------------------|-----------------------|
| 56670 | Ellen L. Garlock | \$47,000 App. 1/29/88 |
|-------|------------------|-----------------------|

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Report of Actions Taken Under Delegated Authority
February, 1988
Page Five

CLACKAMAS COUNTY: (Continued)

OSWEGO HIGHWAY @ MCKILLICAN/HOOD - OSWEGO HIGHWAY:

56017 West Linn Limited Partnership \$ 1,500 App. 1/07/88

WILDWOOD-ZIG ZAG - MT. HOOD HIGHWAY:

43566 Donald C. Super; Charles F. Sperr; \$ 500 App. 1/11/88
Reginald D. Jones

COLUMBIA COUNTY:

BEAVER CREEK (ADAMS RD.) BRIDGE - ADAMS ROAD:

57172 State of Oregon to Columbia County (Easement) \$ 100 App. 1/29/88

57175 Stephen C. & Susan A. Minger \$ 500 App. 12/28/87

NEHALEM RIVER (AIRPORT ROAD) BRIDGE:

57185 Cavenham Forest Industries \$ 100 App. 12/24/87

S.C.L. SCAPPOOSE-MULT. CNTY. LINE - LOWER COLUMBIA RVR. HWY:

56178 Helen J. Bukovi \$10,000 App. 1/22/88

56179 Thomas K. Sawyer \$ 7,500 App. 1/29/88

56180 Linda S. Bolen; Jane S. Garcia; \$ 7,500 App. 1/29/88
Glenora M. Congrove; Rebecca Smith

56181 John J. & Dorothy M. Hobizal \$15,500 App. 1/21/88

COOS COUNTY:

BLUE RIDGE RADIO SITE:

57197 Howard & Louise F. Leatherman \$ 1,200 App. 1/11/88

BROADWAY STREET & NEWMARK STREET (N. BEND) - CAPE ARAGO:

56816 Federal Savings & Loan Insurance Corporation \$ 500 App. 1/08/88

EXHIBIT D
MINUTES OF 2/16/88

Report of Actions Taken Under Delegated Authority
February, 1988
Page Six

DESCHUTES COUNTY:

MURPHY RD.-LAVA BUTTE - THE DALLES-CALIFORNIA HIGHWAY:

56640	Richard E. & Patricia A. Elliott	\$ 7,900 App. 1/15/88
56642	Marie Turnidge	\$22,150 App. 12/28/87
56643	Beauford & Barbara Schilling Mountain States Development Co.	\$30,200 App. 12/28/87
56646	Larry J. Romaine	\$27,900 App. 1/14/88
56647	Norbert N. & Dorothy Schaedler	\$29,800 App. 1/15/88
56648	James O. & Doris E. Arntz	\$21,300 App. 12/28/87
56649	James C. & Betty A. Ince	\$ 1,190 App. 1/15/88
56653	Robert C. & Deloris L. McAulay	\$ 500 App. 1/15/88
56655	William A. & Barbara L. Hendrich	\$ 925 App. 1/08/88
56658	J. L. Ward Company	\$31,800 App. 1/15/88
56658	Central Oregon Community College (Sign only)	\$ 675 App. 12/28/87
56659	Evelyn B. Brandis & John S. Brandis, Jr., Attorney in Fact	\$ 2,450 App. 1/22/88
56660	Stanley Joseph McKinney (Life Estate)	\$ 1,235 App. 1/20/88
56776	Robert H. & Shirley Windlinx	\$Gratis App. 1/11/88
56976	James C. Ince	\$17,774 App. 1/22/88

POWELL BUTTE JCT.-ARNOLD ICE CAVES RD. - CENTRAL OREGON HWY.

54711	U.S. Dept. of Interior Bureau of Land Management	\$ 195 App. 1/11/88
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JACKSON COUNTY:

LAKE CREEK BRIDGE - LAKE CREEK ROAD:

56764	Wesley E. & Joyce Householder	\$ 500 App. 1/11/88
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EXHIBIT D
MINUTES OF 2/16/88

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February, 1988
Page Seven

JACKSON COUNTY: (Continued)

MANAGEMENT HOME PURCHASE:

55223 Blonson Loy & Connie Neavoll \$20,680 App. 12/30/87

SCL MEDFORD-PHOENIX - ROGUE VALLEY HIGHWAY:

56968 Westland Investments \$ 750 App. 1/29/88

JOSEPHINE COUNTY:

SHAN CREEK BRIDGE - ROGUE RIVER LOOP HIGHWAY:

55942 Elveretta M. Burnett \$ 1,000 App. 1/29/88

KLAMATH COUNTY:

KLAMATH FALLS-MALIN HWY. @ LOWER KLAMATH HWY. - KLAMATH FALLS-MALIN HIGHWAY:

55952 Dewey & Helen M. Clinton \$ 4,066.49 App. 1/30/88

LAVERNE AVENUE-S. SIDE BYPASS - WASHBURN WAY HIGHWAY:

56143 Federal Deposit Insurance Corporation \$ 1,000 App. 1/08/88

56144 Dave and Louise Harris \$ 2,250 App. 1/08/88

56150 John T. & Darlene M. Bowers \$ 1,650 App. 1/08/88

WILLIAMSON RIVER-MODOC POINT - THE DALLES-CALIFORNIA HIGHWAY:

55730 Delos C. Clark; B. L. Maitland \$ 700 App. 1/29/88

55733 Arthur A. Balczarek, Power of Attorney
for Alexander & Sophie Balczarek \$ 9,500 App. 1/29/88

55743 Catherine Weiser & Jack H. Lawson \$ 200 App. 1/11/88

55744 Leroy Hicks, Grantor as Personal Rep.
of The Estate of Harry Clarkson \$ 100 App. 1/08/88

LANE COUNTY:

GATE CREEK (VIDA) BRIDGE - MCKENZIE HIGHWAY:

55915 Norman R. Evonuk \$ 370 App. 1/26/88

EXHIBIT D
MINUTES OF 2/16/88

Report of Actions Taken Under Delegated Authority
February, 1988
Page Eight

LANE COUNTY: (Continued)

VIDA M.P. 27.7 - MCKENZIE HIGHWAY:

56687	Herb Person, Personal Representative of The Estate of Gertrude I. Burrows	\$ 550 App. 1/11/88
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LINCOLN COUNTY:

ALSEA BAY BRIDGE - OREGON COAST HIGHWAY:

56799	James L. & Ethel G. Huffman	\$ 100 App. 1/07/88
56811	Frank E. Bocci, et al	\$120,000 App. 1/15/88

SILETZ HIGHWAY BRIDGES - SILETZ HIGHWAY:

56172 Lincoln County \$Gratis App. 1/11/88

MALHEUR COUNTY:

MALHEUR RIVER (VALE) BRIDGE - CENTRAL OREGON HIGHWAY:

56721	Daisy M. White	\$ 100	App. 1/08/88
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MARION COUNTY:

KUEBLER INTERCHANGE - PACIFIC HIGHWAY:

56960	Marvin & Katherine Quaschnick	\$ 100 App. 1/11/88
56964	Gregory J. & Loretta C. Jueden	\$ 1,450 App. 1/22/88

MULTNOMAH COUNTY:

E. MARQUAM INTERCHANGE - PACIFIC HIGHWAY:

53295	Eugene Robert Kuzman	\$ 250 App. 1/11/88
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S.E. DIVISION-S.E. SCHILLER - CASCADE N. HIGHWAY:

55085	Multnomah County	\$ 1,533.25 App. 1/29/88
55309	U. S. National Bank Capitol Tire Systems (C.P.)	\$71,000 App. 1/07/88
55339	Rebecca Taylor; Phillip Megdal	\$15,375 App. 1/07/88

EXHIBIT D
MINUTES OF 2/16/88

Report of Actions Taken Under Delegated Authority
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Page Nine

WASCO COUNTY:

MANAGEMENT HOME PURCHASE PROGRAM:

55222 Patrick R. & Marcene L. Mason \$42,300 App. 1/15/88

WASHINGTON COUNTY:

BRIDGEPORT ROAD - BEAVERTON-TUALATIN HIGHWAY:

55064 Henry S. Mears, Jr. & Marian Lee Mears \$ 3,700 App. 1/13/88

CORNELIUS PASS INTERCHANGE - SUNSET HIGHWAY:

54961 Bechen, Inc.; PacTrust \$72,000 App. 1/13/88

54967 Riviera Motors, Inc.;
Knute M. & Kjell H. Qvale \$ 2,350 App. 1/22/88

ROCK CREEK BLVD.-T.V. HIGHWAY - 185TH AVENUE:

55750) Stanley A. Gaunt & Helen M. Raymond \$ 2,475 App. 1/21/88
55751)

55752 Coretta Gaunt \$ 2,750 App. 1/20/88

55753 Coretta Gaunt \$ 1,925 App. 1/20/88

55758 Benj. Franklin Savings & Loan Association \$ 500 App. 1/20/88

55760 Edgar J. & Marjorie E. Seelye \$ 5,000 App. 1/20/88
George E. & Barbara Russell

55773 Douglas W. & Mary E. Mahlman \$ 6,500 App. 1/13/88

55774) Altas, Inc. \$38,000 App. 1/20/88
55775)

55776 Arthur W. & Sharon L. Johnson \$ 7,000 App. 1/13/88

55819 Eric P. & Caroline Verheiden \$ 2,000 App. 1/20/88

55823 Aloha Christian Church \$ 6,100 App. 1/29/88

55824 Aloha Christian Church \$ 1,550 App. 1/29/88

55853 Thomas M. Schoen, Personal Representative of \$ 3,450 App. 1/22/88
The Estate of Vernon F. Schoen


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WASHINGTON COUNTY: ROCK CREEK BLVD.-T.V. HWY. - 185TH AVENUE: (Continued)

55868	Richard W. & Sigrid M. Davies	\$ 500 App. 1/20/88
55874	Minje P. & Kyonghee Karen Ghim	\$ 500 App. 1/20/88
56216	Henry Delplanche	\$ 1,300 App. 1/26/88
56260	Joseph Neves, Jr. & Julia Neves	\$ 2,000 App. 1/07/88

Dated this 3rd day of February, 1988



Steven Green, Right of Way Manager

EXHIBIT D
MINUTES OF 2/16/88

COM 4

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

DORIAN DR.-VERDE DR. (ONTARIO) SECTION, WEST IDAHO AVENUE - MALHEUR COUNTY

R-56465 - Paul J. Snyder et al. Parcel 1: 1,640 square feet for right of way purposes. Parcel 2: 2,025 square feet for temporary easement for construction. Offer \$6,005.00.

N.E. 111th DR.-N.E. 181st AVE. SECTION, COLUMBIA RIVER HIGHWAY - MULTNOMAH COUNTY

R-56124 - The Quadrant Corporation. Parcel 1: 14,000 square feet for right of way purposes. Parcel 2: 795 square feet for right of way purposes. Revised Offer \$33,000.00.

OSWEGO HWY. AT McKILLICAN/HOOD (WEST LINN) SECTION, OSWEGO HIGHWAY - CLACKAMAS COUNTY

R-56019 - Cheryl Kay Keicher. 1,230 square feet for right of way purposes. Offer \$3,400.00.

S.C.L. MEDFORD-PHOENIX SECTION, ROGUE VALLEY HIGHWAY - JACKSON COUNTY


R-54168 - Bert A. Lewis et al. Parcel 1: 860 square feet for permanent easement for slopes, T.V., power line and telephone facilities. Parcel 2: 2,517 square feet for permanent easement for drainage facilities. Parcel 3: 3,777 square feet for temporary easement for drainage facilities. Offer \$750.00.

R-54169 - First Interstate Bank of Oregon, N.A. Parcel 1: 1,270 square feet for permanent easement for slopes, T.V., power line and telephone facilities. Parcel 2: 50 square feet for permanent easement for sign. Parcel 3: 110 square feet for permanent easement for drainage facilities. Parcel 4: 1,830 square feet for temporary easement for drainage facilities. Offer \$450.00.

SUTHERLIN INTERCHANGE SECTION, PACIFIC HIGHWAY - DOUGLAS COUNTY

R-56680 - Bernard G. Peterman et al. Access Only. Offer \$100.00.

Dated this 23 day of December, 1987.


STEVEN GREEN, Right of Way Manager

RE: Report of Offers Tendered - 6

EXHIBIT D
MINUTES OF 2/16/88

COM 4

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

N.E. 60th AVE./I-205 SECTION, NORTHEAST PORTLAND HIGHWAY - MULTNOMAH COUNTY

R-53909 - Jack O. Blair. 1,330 square feet for right of way purposes. Offer \$14,275.00.

N.E. 111th DR.-N.E. 181st AVE. SECTION, COLUMBIA RIVER HIGHWAY - MULTNOMAH COUNTY

R-56124 - The Quadrant Corporation. Parcel 1: 14,000 square feet for right of way purposes. Parcel 2: 795 square feet for right of way purposes. Offer \$18,000.00.

S.E. DIVISION ST.-S.E. SCHILLER ST. SECTION, CASCADE HIGHWAY NORTH - MULTNOMAH COUNTY

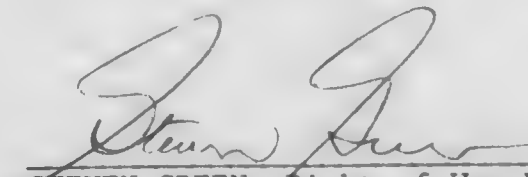
R-55069 - Edward Meltzer Sr. et al. Parcel 1: 8,405 square feet for right of way purposes. Parcel 2: 3,750 square feet for permanent easement for traffic control facilities. Parcel 3: 1,854 square feet for temporary easement for work area. Parcel 4: 180 square feet for permit of entry for driveway. Offer \$40,500.00.

R-55073 - Gerald E. Alford et al. Parcel 1: 500 square feet for right of way purposes. Parcel 2: 500 square feet for temporary easement for work area. Offer \$7,800.00.

R-55074 - Louise D. Games et al. Parcel 1: 500 square feet for right of way purposes. Parcel 2: 500 square feet for temporary easement for work area. Offer \$4,600.00.

R-55350 - Eastport Plaza Shopping Center et al. Parcel 1: 2,000 square feet for right of way purposes. Parcel 2: 320 square feet for temporary easement for work area. Parcel 3: 200 square feet for temporary easement for work area. Offer: \$42,700.00.

Dated this 17th day of December, 1987.


STEVEN GREEN, Right of Way Manager

RE: Report of Offers Tendered - 6

- 7692 -

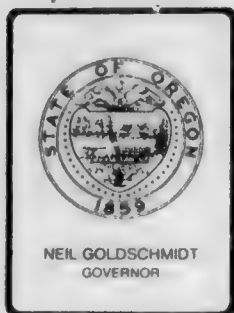


EXHIBIT E
MINUTES OF 2/16/88

Department of Transportation
PARKS AND RECREATION DIVISION

525 TRADE STREET SE, SALEM, OREGON 97310

TO: Oregon Transportation Commission

FROM: David G. Talbot
State Parks Administrator

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized the State Parks Administrator, or his designate, in an official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith, the Parks Administrator or his designate has approved the following actions and report them for your official records.

On January 6, 1988, approved a Maintenance and Administrative Agreement (Oregon Property Management Account) with Coos Curry Logging Museum for a Reorganized Church of Latter Day Saints Preservation Project, in Coos County, in the amount of \$2,000.

On January 8, 1988, approved an Intergovernmental Agreement with the City of Cottage Grove for an Economic Feasibility Study for a theme park in the amount of \$15,000.

On January 28, 1988, approved Russell Kangas, Solitaire Development, Inc.'s request to construct a permanent residence within the Upper Deschutes River Scenic Waterway in Deschutes County.

Dated this 3 day of February, 1988

David G. Talbot, State Parks Administrator

DGT/js

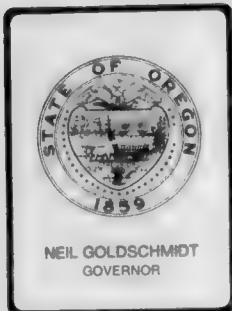


EXHIBIT E

MINUTES OF 2/16/88

Department of Transportation

PARKS AND RECREATION DIVISION

525 TRADE STREET SE, SALEM, OREGON 97310

TO: Oregon Transportation Commission

FROM: David G. Talbot
State Parks Administrator

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized the State Parks Administrator, or his designate, in an official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith, the Parks Administrator or his designate has approved the following actions and report them for your official records.

On September 16, 1987, approved a Land Use Permit with Sam Hauck for farming purposes, on Willamette River Greenway property in Clackamas County. Mr. Hauck, in exchange, will reimburse the Division's property tax payment.

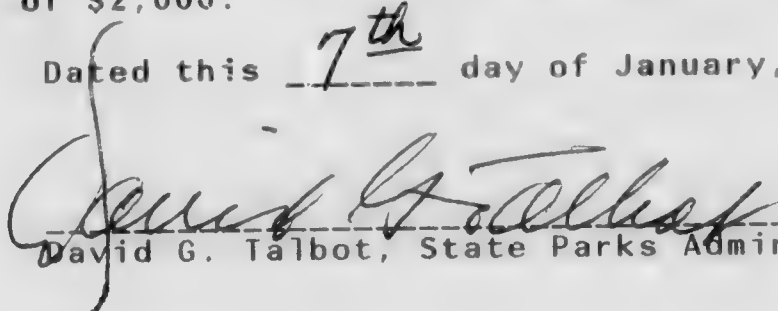
On September 21, 1987, approved a Cooperative Agreement with the Oregon Department of Fish and Wildlife for providing improved public motor boating access for recreation use on Cleawox Lake in Honeyman State Park.

On December 8, 1987, approved Eagle Crest Resort's request to develop six townhouses within the Upper Deschutes River Scenic Waterway in Deschutes County.

On December 10, 1987, approved an agreement with Denzel Williams to provide watchmen services at Milo McIver State park in Clackamas County, in exchange for recreation vehicle site.

On December 17, 1987, approved a Maintenance and Administrative Agreement (Oregon Property Management) with Malheur Historical Project, Inc. for Rinehart House Preservation Project in Malheur County, in the amount of \$2,000.

Dated this 7th day of January, 1988



David G. Talbot, State Parks Administrator

DGT/js

REPORT OF CASES FILED BY AND AGAINST THE DEPARTMENT OF TRANSPORTATION

L-9158 - Columbia Pacific Construction Co. v. State of Oregon Department of Transportation. This is a suit for breach of contract and quantum meruit recovery. The plaintiff was the contractor on a construction contract with the Highway Division in the County of Multnomah - contract no. 9906. The plaintiff alleges that it based its bid on defendant's bid documents which included the quantities as estimated by the defendants for the removal of material. The plaintiff alleges that the Highway Division requested and directed substantial material changes in the nature, grade, scope and quantity of work to be performed and as a result substantially increased plaintiff's cost of performance. The plaintiff is seeking a sum in excess of \$20,000 as damages for the alleged breach of contract. The matter has been referred to the Trial Section of the Department of Justice for the defense of the Highway Division.

L-9160 - Barbara Brock, an individual vs. State of Oregon by and through its Highway Maintenance Division. This is a complaint for negligence, personal injury and property damage. Plaintiff alleges that on December 10, 1985, she was traveling southbound on N. W. Thurman/Interstate 405 on-ramp in the County of Multnomah, and hit a patch of ice. Her vehicle skidded out of control and the vehicle was damaged and the plaintiff injured. The plaintiff is seeking \$219.07 in medical bills, \$2,042.95 for damage to her car and for whatever non-economic damages she can recover and her costs and expenses. The matter has been referred to the Trial Section of the Department of Justice for the defense of the State.

L-9161 - Robert H. Helfer v. Redding Lumber Transport, Inc. and the State of Oregon. This is a complaint for personal injuries arising out of an accident on December 19, 1985, in the County of Josephine, on Interstate 5 about .2 of a mile south of its intersection with the "E" Street Overpass. The alleged negligence of the State of Oregon is failing to sand or adequately the iced and hazardous overpass and in failing to post flags or flares warning of the location of an accident. The plaintiff is seeking \$66,445.08 in damages plus additional damages of a non-economic nature and for future impairment of income. The matter has been referred to the Trial Section of the Department of Justice for the defense of the Highway Division.

REPORT OF CONDEMNATION CASES DISMISSED

<u>State's Defendant</u>	<u>State's Highest Offer</u>	<u>Amount of Appraisal</u>	<u>Settlement</u>
Victor O. Carlson L-9124 R-55696			
Section: John Day River Bridge Highway: (Lower) Columbia River County: Clatsop			
REMARKS: SETTLED BY RIGHT OF WAY			

EXHIBIT F
MINUTES OF 2/16/88

EXHIBIT F
MINUTES OF 2/16/88

REPORT OF CONDEMNATION CASES DISMISSED

<u>State's Defendant</u>	<u>State's Highest Offer</u>	<u>Amount of Appraisal</u>	<u>Settlement</u>
Collins Foods International, Inc. L-9082 R-55337			
Section: S. E. Division St. - S. E. Schiller St. Highway: Cascade North County: Multnomah			
Remarks: SETTLED BY RIGHT OF WAY			
K. L. Wilsonville Associates L-8988 R-55930			
Section: Stafford Road Interchange Highway: Pacific County: Washington			
Remarks: SETTLED BY RIGHT OF WAY			



EXHIBIT 6
MINUTES OF 2/16/88

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 21, 1988

In Reply Refer to
File No.:

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report
Action Taken Under Delegated Authority

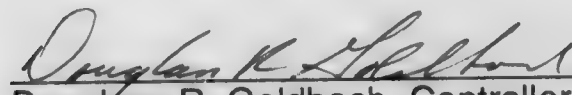
Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On January 21, 1988, \$4,746,453.92 was distributed to the counties as their share of motor vehicle revenues for the month of December, 1987.

On January 21, 1988, \$2,878,143.70 was distributed to the cities for the month of December, 1987.

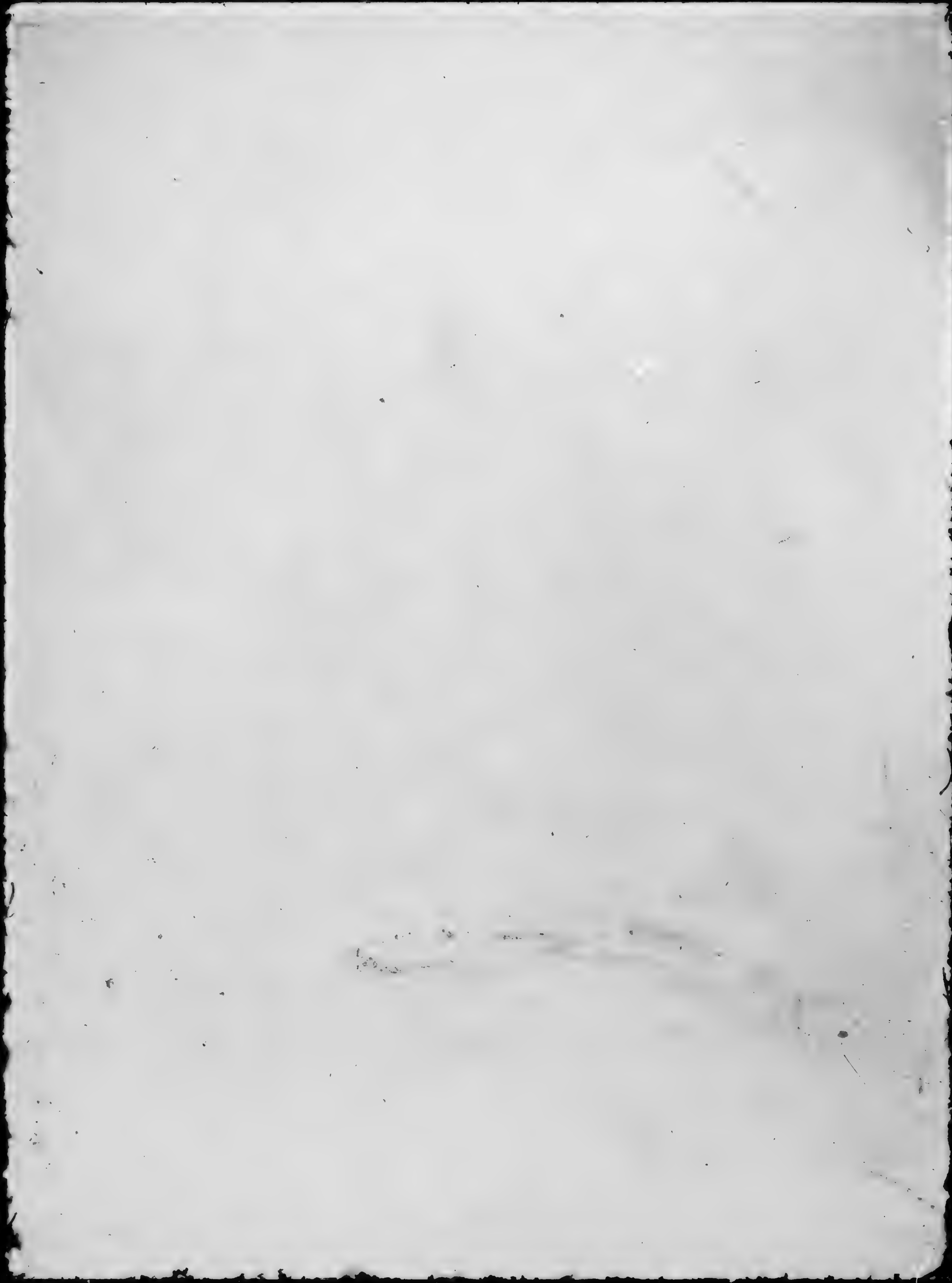
(Lists of apportionments on file in Commission Files, Salem.)

Dated this 21st day of January, 1988.


Douglass R. Goldbach, Controller
Highway Division

Attachments

cc: Bob Bothman
John Elliott



MINUTES OF
OREGON TRANSPORTATION COMMISSION

DINNER

MARCH 14, 1988

AND

AGENDA REVIEW
FORMAL MEETING
LUNCH
WORKSHOP

MARCH 15, 1988

On March 14, 1988, at 7 p.m. the Transportation Commission and Executive Staff attended a dinner meeting at the Inn at Orchard Heights, 695 Orchard Heights Road, N.W., Salem. (Notice of the dinner had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia Ford, Member
Robert F. Duvall, Member
Robert N. Bothman, Director
Gary Potter, Director of Administration
John Elliott, Special Assistant to the Director, Office
of Public Affairs
Donald E. Forbes, State Highway Engineer
Don Adams, Assistant State Highway Engineer
David P. Moomaw, Administrator of Motor Vehicles Division
Paul Burket, Administrator of Aeronautics Division
Dennis Moore, Administrator of Public Transit Division
Vicki Nakashima, Manager of Civil Rights Section
Jack Graham, Manager of Administrative Services
Cam Gilmour, Manager of Program Section
Robert Royer, Planning Engineer
Dale Wilken, Division Administrator, Federal Highway
Administration
Rick Kuehn, Region 1 Engineer
William Anhorn, Region 2 Engineer
James Gix, Region 3 Engineer
Dale Allen, Region 4 Engineer
Robert Hector, Region 5 Engineer
Fran Neavoll, Commission Services

Chairman Hollern asked for a staff presentation on the results of the 18 public meetings held around the State concerning the proposed highway improvements for the next six years. (A handout was presented to the Commission entitled "Access Oregon", a copy of which is in Commission's files, Salem.)

Each of the Region Engineers gave a short overview of the comments that were received at their meetings concerning the Six-Year Highway Improvement Program and the routes for Access Oregon Highways. A summary of the testimony relating to the Access Oregon Highways Program follows:

- 1) The routes of the Access Oregon Highways were supported by formal resolutions and testimony.
- 2) The following routes were requested for addition to Access Oregon Highways:

(Continued on next page)

US395 Washington St. Line-California St. Line
US26 Madras-Idaho St. Line
OR140 I-5/Lakeview
US20 Corvallis-Newport
OR34 Corvallis-Lebanon
OR126 Florence-Santiam Jct.
US26 Portland-US 101
US97 I-84/Madras

- 3) Preserve the existing highway network before modernizing.
- 4) Delay the Access Oregon Highways Program for one year to complete the regional strategies.
- 5) The Access Oregon Highways testimony focused on routes and not specific projects.
- 6) The funding of non-Access Oregon Highways projects.

Mr. Gilmour said 2,066 individuals attended the 18 public meetings with the following comments received:

- a) 619 testified at the meetings
- b) 133 testified by card comments
- c) 131 testified by letters
- d) 10 petitions received with 1,300 signatures.

Mr. Gilmour also discussed the public opinion survey of the Highway Division conducted at the public meetings. By flipcharts, he displayed the percentage responding in each category from "good" to "poor". He said overall the Division received a B+ or A- rating. The major areas of comment relating to the routes for the Access Oregon Highways were:

- 1) Specific construction needs by highway or area.
- 2) Economic development and tourism as it pertained to highways.
- 3) Division's response to public concerns.
- 4) Equitable distribution of funds.

Mr. Gilmour also reviewed the allocation of construction program dollars.

Mr. Royer outlined the objectives of his presentation as:
a) evaluate suggested changes to Access Oregon Highways; b) identify logical candidates based on technical criteria; and c) provide key issues for Access Oregon Highways.

Mr. Royer also reiterated that House Bill 2112 required that one-third of new revenues be used for modernization work where:

- 1) Projects be of significance to the State Highway System.
- 2) Projects be equitably distributed throughout Oregon.
- 3) Projects not be on the Interstate.
- 4) Priority be given to projects that encourage economic development.

Mr. Royer outlined the Access Oregon Highways' characteristics as follows:

- 1) A major statewide highway.
- 2) Provides access to or connects Oregon urbanized areas, larger population centers or urban growth centers.
- 3) Carries significant vehicle or truck traffic.
- 4) Supports Oregon Comeback regional strategies.
- 5) Begins and ends in an urbanized area, a port, or a border.
- 6) Provides access to or services a major tourist or recreational area.

Mr. Royer displayed charts which showed each of the routes for the Access Oregon Highways as to characteristics met, rankings by trucks/day (indicates economic activity on the route), rankings by average daily traffic, and rankings by vehicle miles traveled. He then displayed charts which summarized and compared the routes of the Access Oregon Highways, as well as Oregon Coast feeder and Eastern Oregon Routes.

Mr. Royer said the conclusion of this technical ranking revealed the following key issues for consideration:

- 1) Delete OR82 (La Grande-Joseph) from Access Oregon
- 2) Delete OR38 (Anlauf-Reedsport) if more focus is needed

(Continued on next page)

- 3) Add US20 (Corvallis-Newport) to Access Oregon
- 4) Substitute US26 (John Day) for US20 (Central Oregon) if public opinion dictates.

The Commission discussed the routes for the Access Oregon Highways, specifically OR82, OR38, US20, US26 and OR126. The dinner meeting adjourned at 10:15 p.m.

At 8 a.m., on March 15, 1988, the Commission met in the Director's Office, 135 Transportation Building, Salem, for an agenda review. (Notice of the agenda review had been made by press release to newspapers of the local and general circulation.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Robert F. Duvall, Member
Cynthia J. Ford, Member
Robert N. Bothman, Director of Transportation
Gary Potter, Director of Administration
John Elliott, Special Assistant to the Director, Office of Public Affairs
Donald E. Forbes, State Highway Engineer
Don Adams, Assistant State Highway Engineer
David Talbot, Administrator of Parks and Recreation Division
Cam Gilmour, Manager of Program Section
Robert Royer, Planning Engineer
Jack Graham, Manager of Administrative Services
Fran Neavoll, Commission Services

The Commission continued to discuss the routes of the Access Oregon Highways, specifically US20 (Corvallis-Newport Highway), OR126 (Florence-Eugene Highway), US26 (John Day Highway), US20 (Central Oregon Highway), and OR82 (La Grande-Joseph Highway). (See pages 7713 through 7715 for formal adoption of routes.)

Chairman Hollern said he would like a list of projects from the Region Engineers on their allocation of the \$10 million Preservation Program.

Mr. Bothman discussed the April Commission meeting to be held in Portland. It was decided to begin with workshops at 10 a.m., Monday, April 18, at the Red Lion Motor Inn, 310 S. W. Lincoln Street, Portland, to discuss the Six-Year Highway Improvement Program and the budget. The dinner meeting would be with the City of Portland that evening.

The Commission was reminded of the May 6 Futures Conference.

Mr. Bothman said in the future that contract overruns and some agreements and contracts would be placed on the oral agenda rather than the consent calendar.

Mr. Potter briefed the Commission on the delegations scheduled to appear before the Commission later in the morning.

Mr. Adams said he would present at the formal meeting three personal service contracts covering the minority business enterprise supportive services for on-the-job training participants on Federal-aid Highway construction projects. (See pages 7709 and 7710.)

Mr. Forbes briefed the Commission on the bids received on March 3, 1988, covering the construction of the Alsea Bay Bridge in Lincoln County. (See page 7710 in formal meeting minutes.)

Mr. Talbot discussed briefly the proposed option to purchase the site of Fort Yamhill in Polk County. (See page 7708.)

Concerning the contract with the Highway Users Federation for Mobility and Safety, Chairman Hollern requested information on the role of the advisory committee that would be appointed. Mr. Bothman said he would have a report by next month. (See page 7709 for approval of the contract.)

Mr. Graham reviewed the proposed changes in the delegation orders. (See page 7706 in minutes for adoption.)

The agenda review adjourned at 8:57 a.m.

On March 15, 1988, the Oregon Transportation Commission held its regular monthly meeting in the Conference Room (122) of the Transportation Building in Salem beginning at 9 a.m. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Robert F. Duvall, Member
Cynthia J. Ford, Member
Robert N. Bothman, Director of Transportation
Gary Potter, Director of Administration
John Elliott, Special Assistant to the Director, Office of Public Affairs
Joe Christian, Director of Financial Management
Jack Sollis, Chief Counsel
David P. Moomaw, Administrator of Motor Vehicles Division
David Talbot, Administrator of Parks and Recreation Division
Paul Burket, Administrator of Aeronautics Division
Erik East, representing Public Transit Division
Donald E. Forbes, State Highway Engineer
W. E. Schwartz, Assistant State Highway Engineer, Operations Branch
Don Adams, Assistant State Highway Engineer, Project Development Branch
Herb Schell, representing Federal Highway Administration
Jack Graham, Manager, Administrative Services
Fran Neavoll, Commission Services

Chairman Hollern called the formal meeting to order. He announced that Commissioner Bolender was absent as he was out of State.

Vice Chairman Whitty moved for approval of the following items on the consent calendar. The motion carried unanimously by the Commission.

- 1) Minutes of the meetings of February 15 and 16, 1988.
- 2) Adopted resolution declaring necessity of certain real property for public purposes and authorizing condemnation. ("Real Property Condemnation Resolution No. 2796" on file in Commission's files, Salem.)

(Continued on next page)

- 3) Approved "housekeeping" correction to the Upper Deschutes River Scenic Waterway Management Rules. There was a small error in the organization of the rules adopted at the January 20, 1988, Commission meeting. (The correction was made in the version sent to the Water Resources Commission for their concurrence and the correction will be made in the copy filed with the Secretary of State as "Scenic Waterway Rule No. 2 p".)
- 4) Maps and adopted resolutions covering the following locations:
 - a) Dixie Summit-Austin Junction Section, John Day Highway, Grant County. ("Highway Corridor and Design Resolution No. 473" on file in Commission's files, Salem.)
 - b) Foothill Boulevard-Rogue River/Redwood Highway Junction Section, Redwood Highway, Josephine County. ("Highway Corridor and Design Resolution No. 474" on file in Commission's files, Salem.)
- 5) Supplemental Agreement No. 2 to the Metropolitan Service District's Fiscal Year 1988 Planning Fund Agreement replacing Supplement No. 1. This Supplemental No. 2 authorizes the expenditure of \$43,257.35 of Highway Planning and Research Funds for Fiscal Year 1988. (Authorized State Highway Engineer to sign Supplement.)
- 6) Agreements with the National Academy of Sciences and the Federal Highway Administration covering the National Cooperative Highway Research Program for Fiscal Year 1988. Oregon's share is \$76,502. (Authorized State Highway Engineer to sign agreements.)
- 7) Oregon Bicycle Master Plan. (Copy in Commission's files, Salem.)
- 8) Adopted permanent rule defining "premises" as it relates to advertising signs and all signs authorized by Chapter 377.

(Continued on next page)

At the 1987 Legislative Session, the Highway Division introduced legislation which ultimately led to the repeal of on-premise sign control statutes from the Motorist Information Act. Since statutory authority for the administrative rules which supported on-premise sign control statutes was lost, the administrative rules were repealed. A portion of these administrative rules defined "premises" and this definition is considered the foundation on which sign control statutes and rules are based.

The proposed rule was published in the Secretary of State's Administrative Rule Bulletin on February 1, 1988, and received no objection.

("Permit Rule No. 57" on file in Commission's files, Salem. The rule will be filed with the Secretary of State on March 25, 1988, and effective upon filing. The rule will also be published in their Administrative Rule Bulletin on April 15, 1988.)

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission files in Salem.)

Chairman of Commission	Exhibit A
State Highway Engineer	Exhibit B
Assistant State Highway Engineer	Exhibit C
Right of Way Manager	Exhibit D
Parks Administrator	Exhibit E
Motor Vehicles Administrator	Exhibit F
Chief Counsel	Exhibit G
Highway Controller	Exhibit H

The Commission unanimously confirmed their next meeting date of April 19, 1988, in Portland at 9 a.m., with a dinner the preceding evening. Two workshops were scheduled beginning at 10 a.m., on April 18, 1988, at the Red Lion Motor Inn, 310 S. W. Lincoln Street, Portland, to discuss the Six-Year Highway Improvement Program and the budget. He reminded the Commission of the May 6 Transportation Futures Conference in Portland.

A tentative date for the following meeting was set by the Commission for May 16 and 17, 1988, in Salem. Mr. Potter suggested reserving the afternoon of May 16 or the evening for a follow-up discussion as a result of the Futures Conference.

Mr. Graham stated that the delegation orders of the Commission, Director, Division Administrators, and State Highway Engineer have been reviewed. The orders are outdated because of statutory changes or inflation and he suggested the following changes to bring them up-to-date:

- 1) Delegation Order No. 21 - authority to Chairman or Vice Chairman: raising the limit for approval of consultant contracts from \$20,000 to \$50,000.
- 2) Delegation Order No. 21 - authority to the Chairman or Vice Chairman to accept options or other documents relating to the acquisition of real property be delegated to the State Highway Engineer.
- 3) Delegation Order No. 23 - authority to the State Highway Engineer to represent the Commission on the Speed Control Board. A statutory change in 1987 establishes that authority by statute.
- 4) Delegation Order No. 23 - authority to the State Highway Engineer; raising the limit on authority to abandon damage claims and miscellaneous uncollectible accounts from \$500 to \$2,500.
- 5) Delegation Orders Nos. 23, 25, 26, and 27 authorizes the Administrators (except Public Transit) and State Highway Engineer to approve personal service and miscellaneous contracts up to \$5,000. Increase that amount to \$10,000 and include authority to the Public Transit Administrator.

Commissioner Ford moved for approval of the above changes and the motion carried unanimously by the Commission.

Mr. Elliott briefed the Commission on the anti-litter campaign consisting of the following activities:

- 1) KGW-TV will produce about a dozen public service announcements to be distributed to media in Portland and in other markets from Memorial Day through the summer.

(Continued on next page)

- 2) Printing of anti-litter messages on Fred Meyer grocery bags in the Portland area during the Memorial Day and Fourth of July weekends.
- 3) Production of anti-litter posters by U. S. National Bank.
- 4) The possible participation of a major convenience store in a radio cooperative program.

Mr. East, on behalf of Mr. Moore, recalled that two years ago a major assessment of transit funding was conducted and a document entitled 1986 Transit Finance Study was prepared. He said this study needs to be revised and updated. He requested the approval of a contract with the Center for Urban Studies at Portland State University to undertake the 1988 Transit Finance Study at a cost of \$25,000. The new study will provide updated information about transit revenue and funding needs and develop new projections through 1995. He explained that Portland State University was selected for the study because it is one of the U. S. Department of Transportation's National Transit Research Centers, and because of its experience in transit research. Vice Chairman Whitty moved for approval of the contract and the motion carried unanimously by the Commission. The Administrator of Public Transit was also authorized to sign the contract.

Mr. Talbot recalled that at the December 15, 1987, meeting the rule changes relating to park user fees for the 1988 season were explained to the Commission. He said the rule change affecting most park visitors is the \$1 daily campsite fee increase for summer months (May to October). He explained that this increase will generate an additional \$580,000 during the current biennium to recover revenue lost with the elimination of the \$2 nonresident camping fee. A notice of the proposed rule changes was published in the Secretary of State's Administrative Rule Bulletin and no requests were received for a public hearing. Comments were received from four persons on the rule changes. Commissioner Duvall moved for adoption of the amendments and additions to the administrative rules and the motion carried unanimously by the Commission. ("State Park Rule No. 43z" on file in Commission's files, Salem. The rule was filed with the Secretary of State on March 25, 1988, for publication in their Administrative Rule Bulletin on April 15, 1988.)

Mr. Talbot explained that the Division has obtained an option to purchase 57 acres of real property (the site of Fort Yamhill) located just north of Valley Junction along the Three Rivers Highway, in Polk County, for \$125,000. He said the option consists of a cash payment of \$101,000 and exchange property located at Seal Rock. The Seal Rock parcel is 2.87 acres that was declared surplus and has been held for exchange purposes. The appraised value is \$24,000. He said this Fort Yamhill site has potential for some unique on-site interpretation of this period in Oregon history. Vice Chairman Whitty moved for acquiring the property and the motion carried unanimously by the Commission.

Mr. Talbot requested approval of a letter agreement with the Historic Preservation League of Oregon outlining the conditions whereby the League will carry out an historic resources and tourism enhancement program for \$25,000, which was allocated by the 1987 Legislature. This program will establish a technical assistance team to provide professional advice to local groups relating to historic site designation, maintenance of historic properties, collection development and exhibit construction. Commissioner Ford moved for approval of the agreement and the motion carried unanimously by the Commission. The Administrator of Parks was authorized to sign the agreement on their behalf.

Walt Hart, Bridge Engineer, was recognized by the Commission as winner of the 1987 Excellence in Concrete Awards competition from the American Concrete Institute and the Oregon Concrete and Aggregate Producers Association, Inc., for the Center Street Bridge Pedestrian Bike Ramp in Salem.

The following employees were recognized by the Commission for awards by the Asphalt Pavement Association of Oregon:

Smoothness Award for Paving

1st Place	Hwy. 99E, Halsey to Harrisburg Horse Bros., Prime (Award accepted by Arvey Nelson.)	Ray Dillon, Inspector
2nd Place	Southside Bypass, Klamath Falls Roy L. Houck Construction Co., Prime	Al Meyers, Inspector
3rd Place	Santiam Hwy., Linn Co. Line-Suttle Lake L. T. Contractors, Prime	Glenn Hescock, Inspector

Urban Arterial Awards

1st Place	Yeon Ave., N.W. St. Helens Rd.-N.W. Nicolai St. Lakeside Industries, Prime	Steve Coxen, Inspector
2nd Place	Pacific Hwy. West, Jefferson-Garfield, Eugene Wildish-Corvallis Const. Co., Prime	Chuck Lemos, Inspector
3rd Place	Mt. Hood Hwy., S.E. 182nd to Birdsdaie Ave. Oregon Asphaltic Paving Co., Prime	Dan Evans, Inspector

Best Over-All Paving Projects

1st Place	Southside Bypass, Klamath Falls Roy L. Houck Construction, Prime Richard Steyskal, Project Manager	Al Meyers, Inspector
2nd Place	Santiam Hwy., Linn Co. Line-Suttle Lake L. T. Contractors, Prime Ken Stoneman, Project Manager	Glenn Hescock, Inspector
3rd Place	Hwy. 99E, Halsey-Harrisburg Horse Bros., Prime (Award accepted by Arvey Nelson.)	Ray Dillon, Inspector

Mr. Bothman recognized Bud Van Cleave, who heads up the inspection program, and Jim Britton from the Asphalt Pavement Association of Oregon.

Mr. Forbes requested approval of a contract with the Highway Users Federation for Mobility and Safety for a program review of the Highway Division management and productivity at a maximum cost of \$65,000. He said as a part of the review an advisory committee will be appointed to consult and advise the Federation during the course of the review. The Department would pay for any costs involved in convening the advisory committee which would be expected to meet at least three times during the review period. The review would be initiated April 1, 1988, and a final report would be presented about December 1, 1988. Vice Chairman Whitty moved for approval of the contract and the motion carried unanimously by the Commission. The State Highway Engineer was also authorized to sign the contract on behalf of the Commission.

Mr. Forbes requested an increase in the project authorization on Contract No. 10,399 for the Yaquina Bay Bridge Section of the Oregon Coast Highway in Lincoln County in the amount of \$297,000 (19% increase). The overrun was attributable to an increase in rivet replacement. Commissioner Duvall moved for approval of the increase and the motion carried unanimously by the Commission.

Mr. Forbes presented the following personal service contracts for approval:

- 1) Minority Business Enterprise Supportive Services Personal Service Contract with Who's Who Publications, Inc., at a cost of \$12,000. The contract will serve to enhance contracting opportunities and increase the effectiveness and achievements of disadvantaged business enterprises on Federal-aid construction projects.
- 2) Minority Business Enterprises Supportive Services Personal Service Contract with Thomas W. Higgins, Construction Consultant, at a cost of \$34,000. The contract will serve to enhance contracting opportunities and increase the effectiveness and achievements of disadvantaged business enterprises on Federal-aid construction projects.

(Continued on next page)

- 3) On-The-Job Training Supportive Services Personal Service Contract with the Associated General Contractors, Cement Masons Local 555, Joint Counsel of Teamsters Local 37, Oregon, Southern Idaho, Wyoming and Utah District Counsel of Laborers, Oregon State District Counsel of Carpenters, and International Union Operating Engineers Local 701 at no cost. The agreement will serve to enhance contracting and employment opportunities, placements, and subsequent retention of minorities and women as on-the-job training participants on Federal-aid highway construction projects.

Commissioner Ford moved for approval of the above three contracts and the motion carried unanimously by the Commission. The State Highway Engineer was also authorized to sign the three contracts.

Mr. Forbes reported on the bids received on March 3, 1988, for the construction of the Alsea River (Waldport) Bridge on the Oregon Coast Highway in Lincoln County. He said the low bidder, Moseman Construction Company, made a patent error. He explained that Oregon case law allows contractors to make honest mistakes in their bids and to withdraw their bid without forfeiture of a bid bond. The second low bidder, Guy F. Atkinson Company, was nonresponsive to the proposal. Mr. Forbes said it is in the public's interest to reject all bids and to readvertise the project.

Mr. Sollis said the matter has been reviewed by attorneys in the Justice Department and it was their unanimous decision to recommend rejection of all bids. Vice Chairman Whitty moved for rejection of all bids and the motion carried unanimously by the Commission.

Chairman Hollern requested improvements in future contract documents to eliminate similar problems. Mr. Sollis said there are some changes that can be made in the Standard Specifications that would allow the Department some latitude in changing small numerical errors that are now in the case law considered to make a bid nonresponsive.

Sarah Vickerman, Regional Program Director for Defenders of Wildlife in Portland, appeared to discuss a cooperative project concerning wildlife viewing areas in Oregon. She said their goal is to provide Oregon residents and tourists with information about the location and timing of wildlife viewing opportunities and to increase tourism, thereby stimulating economic growth. She discussed the essential components of a publication of a wildlife viewing guide and corresponding state highway signing for 100 to 200 viewing sites.

Ms. Vickerman requested that the Department design, produce, and install standard state highway signing for each wildlife viewing area included in the guide. The exact number of signs cannot be determined until the sites are selected. The minimum would be one sign per site at 100 sites for about \$15,000. The maximum cost could be based on three signs per site for 200 sites, totalling \$90,000.

Ms. Vickerman also requested a financial contribution to help cover the printing costs of the guide. (See written presentation in Commission's files, Salem.)

Mr. Potter recommended that the staff work with Ms. Vickerman and present a proposal at the April Commission meeting. Mr. Bothman said the recommendation includes participating in the program and working out the details. He said the Department's participation could be in the signing but the brochure would be the responsibility of the Tourism Section of the Economic Development Department. The Commission agreed for the staff to work on the signing program and to come back with a final recommendation in April.

Bruce Warner, Director of Land Use and Transportation for Washington County, handed to the Commission copies of their presentation at the Six-Year Highway Improvement Program meeting. (Copy in Commission's files, Salem.) He said he wanted the Commission to be aware of some of the transportation planning and development that is going on in the Portland Metropolitan Area. He commented that input is needed as to the Commission's role in the Region and the State. His comments are summarized as follows:

- 1) That existing and future transportation needs far exceed the revenues available.
- 2) That expansion and improvements to the highway and road system, including transit in the metropolitan area, are vital to continue economic development in the State.
- 3) That the roles and responsibilities of the State and the local governments need to be clearly defined.
- 4) That the local governments and the State need to work together to find new sources of revenue to address both the regional and State needs.

Chairman Hollern assured him of continued cooperation in working together for a solid consensus on the priorities and the funding.

Bruce Henderson, Oregon Coast Aquarium, handed the Commission a brochure, which described the research center project to be developed in Newport as an environmental interpretive center. He said his purpose in appearing was to acquaint the Commission with the research center and for the Commission to consider the impact of this project on the current Access Oregon Highways. He explained the project in detail and said the total indirect construction impact for the State of Oregon is estimated at \$22 million. The indirect annual visitor impact from the Aquarium to the Region is \$7.3 million. He said the Aquarium is a potential project for funding through the Regional Strategy Program for economic development to that area. He mentioned that this project will impact tourism along the entire Oregon Coast by attracting 300,000 to 450,000 visitors annually via Highways 20, 34 and 101. He asked the Commission to consider the impact of the Aquarium on the transportation for the Coast.

There being no further business to consider, Chairman Hollern adjourned the formal meeting at 10:12 a.m.

The meeting was reconvened at 10:35 a.m., to consider a request received by Commissioner Ford from Gilbert A. Miller, Coordinator for the Non Commissioned Officers Association of the U.S.A. in Ashland. Commissioner Ford said his request is for a waiver of bridge tolls paid by U.S. Coast Guard Personnel and dependents in crossing the Astoria Bridge in Clatsop County. Mr. Schwartz said the practice has been to allow toll-free passage to official government vehicles. He stated there is a more recent practice of allowing toll-free passage to private vehicles driven by military personnel, in uniform, and possessing valid duty orders. He also said books of tickets are issued for toll passage at a ten percent discount. After considerable discussion, the Commission reaffirmed the present practice. The Commission agreed that because of limited funding this practice should continue.

Mr. Christian gave the Commission an update on the financial management systems strategy. He said Phase I of the Price Waterhouse contract is scheduled for completion on June 30, 1988, or earlier. By use of flipcharts, he reviewed the objectives and the status of the objectives. He reviewed the objective and timetable for Phase II and the objective of Phase III to implement a Department-wide system of financial management. He also mentioned revising the Critical Success Factor Report and the Cash Flow Management Report. (Handout of flipcharts on file in Commission's files, Salem.)

Mr. Potter said a part of the transportation plan strategy is the Futures Conference (Oregon 2010 and Beyond) scheduled for May 6, 1988, at the Holiday Inn Airport in Portland. He commented that the goal of the forum would be to brainstorm the future in order to develop a shared vision of Oregon, from which to identify transportation opportunities and strategies. By use of flipcharts, he outlined two alternatives. (See written documents in Commission's files outlining Alternate A and Alternate B for the forum.)

Mr. Potter also displayed a list of the participants of the conference that would be invited. He said it is expected that about 500 would attend.

Commissioner Duvall said consideration should be given to a combination of Alternates A and B. Chairman Hollern was concerned about the timing of the panel and the question and answer period. It was suggested that under Alternate B the afternoon session should focus on Oregon or the Pacific Northwest, rather than discussions on broad international trends. It was decided there needs to be discussion on how trends affect Oregon and what is the take home value. Mr. Potter outlined the forum as starting with: an Oregon projection of 2010; go into the technology and strategic thinking; after lunch Robert Evans would speak; and conclude by focusing back on Oregon.

Vice Chairman Whitty suggested that an informal, unstructured get together after the conference might be helpful and interesting.

Mr. Potter also presented the work items and budget for a total of \$42,000. He said registration of 500 individuals at \$40 per person would bring the total cost to \$22,000. The Commission agreed to subsidize the conference at a cost of \$22,000. The Commission felt the concept of the conference was excellent. Commissioner Duvall suggested a questionnaire or survey of the participants be filled out following the conference. (See written copy of flipcharts in Commission's files, Salem.)

At 11:15 a.m., Governor Neil Goldschmidt and Secretary of State Barbara Roberts joined the Commission for a briefing on the proposed highway improvements for the next six years. Chairman Hollern said the Highway Division has just completed 18 Statewide public meetings giving local officials and citizens an opportunity to comment on the Preliminary Six-Year Highway Improvement Program, which included the Access Oregon Highways.

(Continued on next page)

The Preliminary 1989-1994 Six-Year Highway Improvement Program consists of the following allocations:

\$850 million in proposed Federal-aid and State-funded construction projects

\$150 million for work on Access Oregon Highways

\$700 million for work on other State highways

\$700 million worth of developmental projects

Approved for development but not yet funded

Approved for reconnaissance and feasibility work

\$2.6 billion worth of projects considered but not added to the Program for funding.

Mr. Forbes reiterated the presentation made at the dinner meeting. (See pages 7698 through 7701 for identical presentation.)

He identified the preliminary routes of the Access Oregon Highways as follows:

Madras-California Line	US97 (The Dalles-California)
Bend-Idaho Line	US20 (Central Oregon) OR201 (Olds Ferry-Ontario)
Salem-Bend	OR22 (North Santiam) US20 (Santiam) OR126 (McKenzie) US20 (McKenzie-Bend)
La Grande-Joseph	OR82 (Wallowa Lake)
Coos Bay-Roseburg	OR42 (Coos Bay-Roseburg)
Reedsport-Anlauf	OR38 (Umpqua)
I-5 - US97	OR58 (Willamette)
Portland-Lincoln City	OR99W (Pacific Hwy. West) OR18 (Salmon River)
Sunrise (Marquam Bridge-US26)	OR99E (Pacific Hwy. East) OR224 (Clackamas) OR212 (Clackamas-Boring)
Orient Express-US26 to I-84	New Route
Heidi's Jct.-Madras	US26 (Mt. Hood) US26 (Warm Springs)
Portland-Astoria	US30 (Lower Columbia River)
Westside Bypass I-5 to Columbia River	New Route

Mr. Forbes said based on the testimony, the ranking of the technical factors and the discussion last night at the dinner meeting, the recommendation is as follows:

- 1) The routes remain as presented, except for three changes:
 - a) Substitute US26 and OR126 from Vale to Sisters for US20 from Vale to Bend.
 - b) Add OR126 from Eugene to Florence.
 - c) Add US20 and OR34 from I-5 to Newport.

Chairman Hollern instructed the staff to proceed with working on the specific projects to improve those routes, with the caution that four-lane highways should not be expected everywhere as there is a funds shortage.

Secretary of State Roberts said she was pleased to see the routes changed from US20 to US26 as she has traveled that highway a lot.

Governor Goldschmidt said the difficulty is going to be able to pick opportunities out of these corridors that are going to express the intent of the Program.

Chairman Hollern said the Department is reactivating a \$10 million preservation program, and including a \$5 million a year immediate opportunity fund, which requires certification from the Director of the Economic Development Department.

There was a consensus move by the Commission for approval of the routes of the Access Oregon Highways as recommended by Mr. Forbes.

The Chairman adjourned the meeting at 11:30 a.m.

At noon, the Commission, Mr. Bothman, and Mr. Forbes attended a working lunch with the Oregon Concrete and Aggregate Producers Association, Inc., at the Keg and Platter Restaurant, 3675 Market Street, N.E., in Salem.

Robert E. Vaughn of Tru-Mix Construction Company expressed concerns about the minority business enterprise regulations. He cited several actual contracts to illustrate the problem. He felt that goals are set unrealistically high in order to help raise the overall average for the State. He said the high goals mean that contractors must obtain new and unknown firms from outside the local area to perform high percentages of the work, without the protection of a subcontractor performance bond. He requested a thorough review of the DBE/MBE/WBE program. He indicated a meeting has been scheduled in April with the Department to discuss these concerns in more detail. (Copy of remarks in Commission's files, Salem.) There was some discussion on how to deal with the problem.

Richard Angstrom, Managing Director of the Association, expressed appreciation for Mr. Bothman as Director and for Mr. Forbes as being selected State Highway Engineer.

Mr. Angstrom also expressed appreciation for the informal procedure of reviewing the Standard Specifications for Highway Construction.

Mr. Angstrom requested that the Department become involved in helping protect aggregate resources in the land use planning process.

Mr. Bothman, by use of flipcharts, made a presentation in response to a question raised by the Associated General Contractors as to "where our construction money is going". His presentation consisted of the following areas:

- 1) State and Federal Fuel Tax Rates for 1980, 1987, and 1990.
- 2) Source of the Highway Division revenue. The total revenue has increased 25%; Federal reimbursements have increased less than 14%; and State and local revenues increased 37%.
- 3) Status of the Highway Account of the Highway Trust for the past ten years 1978-87.
- 4) Revenue increases. Comparing 1979-81 to 1985-87, increases in tax rates increased the State revenue \$110 million. This is an increase of 41%.

(Continued on next page)

- 5) Purchasing power loss since 1979-81. The cost increases reduced purchasing power gains to 5%.
- 6) Total Highway Division expenditures for 1980-1987. Construction 71%, maintenance 24%, and all other 5%.
- 7) Highway expenditure increases 1979-81 to 1985-87.
- 8) Maintenance expenditures increased \$57 million or 43%. The purchasing power increased only 8%.
- 9) Construction expenditures increased 22%. The purchasing power increased only 7%.
- 10) Construction Program Expenditures with the Federal-aid Program dominating.
- 11) Federal dollars obligated, with discretionary and redistribution amounts.
- 12) The most critical highway funding issues concern the Federal-aid Construction Program.

(Written document identical to the flipcharts in Commission's files, Salem.)

There was also discussion concerning staffing and contracting out. The luncheon adjourned at 1:42 p.m.

A workshop was called to order at 2 p.m., in the Large Conference Room of the Transportation Building in Salem with the same persons present.

Mr. Elliott said the purpose of the workshop was to discuss the proposed legislative concepts. He said on March 4, 1988, a packet was mailed to the Commission. (Copy of packet in Commission's files, Salem.) He reported that the two concepts from the Parks Division have been withdrawn and two of the five from the Public Transit Division, consisting of the tire and battery tax and the trust fund credits, have been withdrawn.

Mr. Burket gave a handout to the Commission entitled "Consideration for Increased Revenues for the Aeronautics Account". He said the Aviation Funding Task Force reconvened and recommended the following:

	<u>Anticipated Revenue Increase</u>
To transfer from the Highway Fund to the Aeronautics' Account an amount estimated to be equal to the taxes collected on automobile gasoline used in aircraft but not now being transferred to the Aeronautics Account.	\$250,000
That general aviation aircraft registration fees be increased an average of \$10 per aircraft in the 1989-91 biennium and another \$10 in the 1991-93 biennium. Increases should be weighted toward more expensive aircraft with no increases for aircraft below about \$20,000 in value.	\$85,000
That an excise tax of 1/2 of 1% of the sale price be placed on all aircraft sold in the State whether based in Oregon or not. Aircraft below a certain value could be excluded based on cost effectiveness to administer the tax.	\$305,000

Mr. Burket said the Task Force did not recommend increasing the general aviation jet fuel tax.

Chairman Hollern requested a report on how the funds would be spent if there was a revenue increase. He suggested contacting the users through citizen involvement as to support of the proposed increased taxes.

It was agreeable to include those concepts in the budget as decision packages, with information on how the funds would be spent.

The Commission approved the following concepts for Central Services:

- 1) Makes permissive reserve fund for Highway User Tax Revenue Bonds.

(Continued on next page)

- 2) Moves Highway Accounting Section from Highway Division to Transportation Fiscal Officer.
- 3) Guarantees public agencies the first option to purchase abandoned railroad right of way.
- 4) Increases maritime pilots' license fee from \$500 to \$600 per year.

Mr. Adams explained the concepts for the Highway Division:

- 1) Raises limit on sno-park permit fees from \$2 to \$3 daily and from \$10 annual to \$12 annual. The Commission requested that the annual fee be increased to \$15 rather than \$12.
- 2) Raises customized registration plates fee from \$25 to \$30 annually to enhance revenue for the litter program. It was suggested a marketing study be made that would recommend pricing. Vice Chairman Whitty suggested contacting other States to determine their experience when fees were raised. Chairman Hollern agreed with the concept of raising the fee but to the level which research shows will produce the most income to the litter fund.

The Commission agreed to the other Highway Division concepts summarized as:

- 1) Winter Recreation Advisory Committee Appointments
- 2) Advertising requirements on real property
- 3) Property management transfers, advertising, and disposal.
- 4) Litter (garbage haulers).
- 5) Relocation benefits.

Virlena Crosley described two major concepts for Motor Vehicles Division. She said the remaining 22 are minor concepts.

- 1) Motor Vehicle Liability Insurance Premium Tax. She reported that the Division is working with the Insurance Commissioner's office to obtain their support.
- 2) To bring Oregon in compliance with the Federal Commercial Motor Vehicle Safety Act of 1986.

The Commission approved the 24 concepts for Motor Vehicles.

Joan Plank reported on the Public Transit Division's concepts as follows:

- 1) Create a transit capital fund.
- 2) Increase the cigarette tax from one cent to two cents for transportation for the elderly and handicapped. Chairman Hollern inquired as to the inclusion of additional cigarette tax to replace the Stripper Well Funds. Mr. Moore will do an informational report and study this further. Chairman Hollern said it should be discussed in the budget deliberations.
- 3) Assess new construction of State buildings to help fund rideshare programs.

The Commission approved the concepts as presented.

Paul Norris, Manager of Policy and Planning, said the rail industry has been changing in the last ten years. He made a presentation on the following elements of the rail program for the Department:

- 1) Oregon's place in the national system.
- 2) Railroads and foreign trade.
- 3) Rural economic development.
- 4) Preservation of abandoned corridors.
- 5) Rail passenger service

Mr. Norris said the three State agencies involved in rail issues are the following:

- 1) Department of Transportation handles the planning and program implementation.
- 2) Public Utility Commissioner is responsible for customer assistance, safety, and regulation.
- 3) Economic Development Department assists in the funding.

Mr. Norris made the following recommendations:

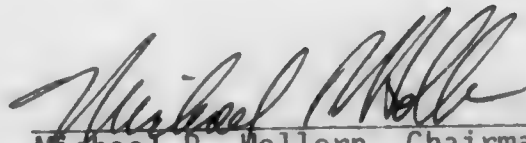
<u>ELEMENT</u>	<u>ACTIONS</u>	<u>BIENNIAL COST</u>
NATIONAL	EXPAND PLANNING SUPPORT	\$ 125,000
FOREIGN TRADE	IMPROVE ACCESS TO PORTS	100,000
RURAL DEVELOPMENT	RETAIN PRESENT PROGRAM	105,000
	FUND OREGON PROGRAM	1,100,000
CORRIDOR PRESERVATION	STAFF AND TECHNICAL SUPPORT	25,000
PASSENGER SERVICE	TECHNICAL ASSISTANCE	5,000
	TOTAL	\$ 1,460,000

Chairman Hollern suggested discussing this proposal with the Executive Department, Public Utility Commissioner, and Economic Development Department.

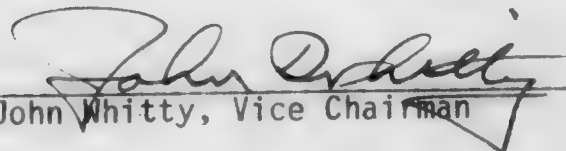
March 15, 1988

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There being no further business to consider, Chairman Hollern adjourned the workshop at 3:10 p.m.



Michael P. Hollern, Chairman



John Whitty, Vice Chairman

David F. Bolender, Commissioner



Cynthia J. Ford, Commissioner


Commission Services

Robert F. Duvall, Commissioner

EXHIBIT AMINUTES OF March 15, 1988REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project Clackamas Highway at 142nd Avenue Section
Contract No. 10,549
Type of Work Grading, Paving, and Signals F.A. Proj. No. HES-74(15)
County Clackamas Highway Clackamas Highway
No. of Bidders 8 Low Bidder Dirt & Aggregate Interchange, Inc., Troutdale
Low Bid \$ 86,624.00

Engineer's Recommendation: Award to low responsive bidder subject to concurrence of the FHWA.

2nd Bidder: Linco Electric Co., Albany	\$ 88,520.00
3rd Bidder: H & H Electric Inc., Portland	\$ 88,692.00

No. 2 Project Oregon Coast Highway at Winchester Avenue Section (Reedsport)
Contract No. 10,550
Type of Work Grading, Paving, Signing, and Signals F.A. Proj. No. State
County Douglas Highway Oregon Coast Highway
No. of Bidders 4 Low Bidder Johnson Rock Products, Inc., North Bend
Low Bid \$ 160,455.10

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Linco Electric Co., Albany	\$ 165,317.58
3rd Bidder: Dirt & Aggregate Interchange, Inc., Troutdale	\$ 169,103.00

No. 3 Project Green Springs Highway Rockfall
Contract No. 10,551
Type of Work Slide Correction F.A. Proj. No. F-15(15)
County Jackson Highway Green Springs Highway
No. of Bidders 10 Low Bidder J.L. Arndt Construction, Troutdale
Low Bid \$ 266,633.25

Engineer's Recommendation: Award to low responsive bidder subject to concurrence of the FHWA.

2nd Bidder: Preferred Roads, Inc., Springfield	\$ 308,309.06
3rd Bidder: Westermann Contracting Inc./ RE Westermann JV, Portland	\$ 318,147.50

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN

Date 2/2/88

EXHIBIT A
MINUTES OF 3/15/88

No. 4 - Project S.C.L. Medford-Phoenix Section
Contract No. 10,552
Type of Work Grading, Paving, Signing,
and Signals F.A. Proj. No. F-37(11)
County Jackson Highway Rogue Valley Highway
No. of Bidders 2 Low Bidder Kiewit Pacific Co., Vancouver, WA
Low Bid \$2,165,520.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of the FHWA.

2nd Bidder: M C Lininger & Sons Inc. and \$ 2,221,210.00
Tru-Mix Const. JV, Medford
3rd Bidder: None

No. 5 Project Fred Meyer Access Section (Grants Pass)
Contract No. 10,553
Type of Work Traffic Signal Installation F.A. Proj. No. State
County Josephine Highway Redwood Highway Spur
No. of Bidders 5 Low Bidder Hamilton Electric, Inc., Eugene
Low Bid \$ 48,227.00

Engineer's Recommendation: Award to low responsive bidder subject to receipt of deposit by Developer.

2nd Bidder: Schoolhouse R Electrical Construction, \$ 48,880.00
Ashland
3rd Bidder: H & H Electric Inc., Portland \$ 49,700.00

No. 6 Project S. Ashland Interchange-California State Line Section
Contract No. 10,439
Type of Work Grading, Paving,
and Structures F.A. Proj. No. IR-5-1(113)00
County Jackson Highway Pacific Highway
No. of Bidders 6 Low Bidder Ball, Ball and Broshamer, Inc., Danville, CA
Low Bid \$23,418,478.20

Engineer's Recommendation: Award to the low DBE responsive bidder subject to concurrence of the FHWA.

2nd Bidder: Kiewit Pacific Co., Vancouver, WA \$ 23,849,440.50
3rd Bidder: Wilder Construction Co., Inc., \$ 24,338,216.50
Bellingham, WA

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 2/2/88

EXHIBIT A
MINUTES OF 3/15/88

No. 7 - Project Manzanita Safety Rest Area Section Contract No. 10,554
Type of Work Wastewater Plant Removal F.A. Proj. No. IR-5-2(102)64
County Josephine Highway Pacific Highway
No. of Bidders 9 Low Bidder Ausland Construction, Inc., Grants Pass
Low Bid \$ 24,999.00

Engineer's Recommendation: Award to low responsive bidder subject to concurrence of the FHWA.

2nd Bidder:	Dennis Snyder Contractors, Clackamas	\$ 27,000.00
3rd Bidder:	Gary Peterson Co., Grants Pass	\$ 27,512.00

No. 8 Project Chimney Creek (8th Crossing) Bridge Section Contract No. 10,555
Type of Work Grading, Paving, and Structure F.A. Proj. No. BRF-21-5(16)
County Malheur Highway Central Oregon Highway
No. of Bidders 7 Low Bidder Dennis Snyder Contractors, Clackamas
Low Bid \$ 211,824.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of the FHWA.

2nd Bidder:	JAL Construction, Inc., Bend	\$ 222,295.35
3rd Bidder:	Douglas S. Coats, Inc., Bend	\$ 224,625.00

No. 9 Project Wilsonville-Hubbard Highway at N.E. Ehlen Road Section Contract No. 10,556
Type of Work Grading, Paving, Signing, Signals, and Landscaping F.A. Proj. No. HES-F-42(1)
County Marion Highway Wilsonville-Hubbard Highway
No. of Bidders 11 Low Bidder River Bend Sand & Gravel Co., dba Salem Road & Driveway, Salem
Low Bid \$ 284,695.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to the concurrence of the FHWA.

2nd Bidder:	Horse Bros., Inc., Lebanon	\$ 286,276.00
3rd Bidder:	North Santiam Paving Company, Inc., Stayton	\$ 297,362.05

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 2/2/88

EXHIBIT A
MINUTES OF 3/15/88

No. 10 Project N.E. Failing Street-S. Banfield Interchange Section
Type of Work Landscaping F.A. Proj. No. IR-205-7(126)310 Contract No. 10,557
County Multnomah Highway East Portland Freeway
No. of Bidders 3 Low Bidder Paul Brothers, Inc., Boring
Low Bid \$1,043,817.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of the FHWA.

2nd Bidder: Tri-State Construction, Inc. & S. & L. \$ 1,243,461.45
Landscaping, Inc., a JV, Portland
3rd Bidder: Teufel Nursery Inc., Portland \$ 1,496,586.45

No. 11 Project Larch Mountain Road Slide Section
Type of Work Grading and Paving F.A. Proj. No. RS-140(4)
County Multnomah Highway Crown Point Highway
No. of Bidders -0- Low Bidder _____
Low Bid \$ -0-

Engineer's Recommendation:

PROJECT POSTPONED UNTIL FURTHER NOTICE

No. 12 Project Dry Creek (Spofford) Bridge Section
Type of Work Grading, Paving, and Structure F.A. Proj. No. RS-B589(2) Contract No. 10,559
County Umatilla Highway Birch Creek Road (County Road)
No. of Bidders 4 Low Bidder C M General Contracting, Inc., Hillsboro
Low Bid ALT. "B"
\$ 142,643.10

Engineer's Recommendation: Award to low responsive bidder subject to concurrence of Umatilla County and receipt of deposit by the County.

2nd Bidder: E.M.W. Construction Co., Bend \$ 146,313.00
3rd Bidder: A&R Construction, Inc. dba LACO \$ 156,033.00
Construction, Lewiston, ID

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 2/2/88

EXHIBIT A
MINUTES OF 3/15/88

No. 13 - Project Tualatin Park and Ride Facility at Pacific Highway
Contract No. 10,560
Grading, Paving, Signing, Illumination
Signals, Landscaping,
Type of Work and Buildings F.A. Proj. No. IR-5-5(108)290
County Washington Highway Pacific Highway
No. of Bidders 15 Low Bidder Elting, Incorporated, Clackamas
Low Bid \$ 589,365.00

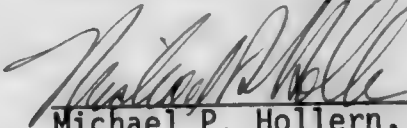
Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of the FHWA and receipt of deposit by TRI-MET.

2nd Bidder: Copenhagen Utilities & Construction, \$ 602,835.00
Inc., Clackamas

3rd Bidder: Lakeside Industries a JV, Bellevue, WA \$ 616,884.91

On February 2, 1988, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on January 28, 1988, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 4, 6, 8, 9, 10 and 13 if the low bidder fails to meet the requirements for the disadvantaged business enterprises, award will be made to the next lowest responsive bidder pending DBE review and cost justification.

Dated this 16 day of February, 1988



Michael P. Hollern, Chairman
OREGON TRANSPORTATION COMMISSION

B
MINUTES OF 3/15/88

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized the State Highway Engineer in his official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, the State Highway Engineer took the following actions and report this for your official records:

- 1) On January 28, 1988, approved a personal service contract with Soderstrom Architects, P.C. to provide specifications for the reroofing of the Equipment and Service Truck Shop roof in Bend at a cost not to exceed \$5,000. Work is scheduled to begin February 1, 1988, and documents suitable for bidding and construction available on or before March 15, 1988. (Approved by Larry Rulien.)
- 2) On February 9, 1988, approved an agreement with Bridges, Kennedy & Felshaw, Court Reporters for transcribing services at three public meetings in Region 5 on the Six-Year Highway Improvement Program. The meetings will be held March 1-3, 1988, in Burns, La Grande, and Hermiston at a cost not to exceed \$950. (Approved by Don Adams, Acting State Highway Engineer.)
- 3) On February 22, 1988, approved a personal service contract with Oregon Newspaper Publishers Association to provide advertising services for the public hearings on the Six-Year Highway Improvement Program at a cost not to exceed \$3,036.67. The contract will begin on February 22, 1988, and terminate on March 10, 1988. (Approved by Donald Forbes.)


Donald E. Forbes, State Highway Engineer

Dated this 4 day of March, 1988

3-4-88

EXHIBIT C
MINUTES OF 3/15/88

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

<u>Contractor and Contract No.</u>	<u>Section and County</u>	<u>Acceptance Date</u>
Alpine Engineering Contract No. 10121	Pudding Rv. (119th Av.) Bridge Marion County	Jan. 5, 1988
Baker Rock Crushing Co. Contract No. 9846	E. Main St.-ECL (Hillsboro) Washington County	Jan. 11, 1988
Dan Obrist Trucking and Excavating Contract No. 10467	SE Foster Rd.-SE McKinley Rd. (Portland) Multnomah County	Jan. 20, 1988
Mocon Corporation Contract No. 10040	SE Sunnyside Road at SE 82nd Avenue Clackamas County	Jan. 29, 1988
Seubert Excavators, Inc. Contract No. 10114	Forest Boundary-MP 25.83 Wallowa County	Jan. 29, 1988
K-2 Construction Co. Contract No. 10338	Mill Cr. (W 9th St.) Br. Wasco County	Feb. 1, 1988
Columbia Pacific Constr. Co. Contract No. 10319	NW Cornell Rd. at NW 29th Multnomah County	Feb. 1, 1988
Gervais Construction, Inc. Contract No. 10134	NW Glison St.-NW Couch St. Multnomah County	Feb. 1, 1988
Morse Bros. Contract No. 10136	Burnt Woods-Dudlee Hill Lincoln and Benton Counties	Feb. 1, 1988
K. F. Jacobsen & Co., Inc. Contract No. 10128	Tualatin Valley Hwy. at SW 185th Avenue Washington County	Feb. 1, 1988
R. L. Coats Contract No. 10444	Mt. Vernon-John Day (East Unit) Grant County	Feb. 2, 1988
K-2 Construction Co. Contract No. 10414	John's District (John's Dist. Rd.) Bridge Columbia County	Feb. 2, 1988

EXHIBIT C
MINUTES OF 3/15/88

Report of Action Under Delegated Authority
By Assistant State Highway Engineer
Page 2

Dennis Snyder Contractors Contract No. 10413	Slide Correction MP 15.5 and MP 19.9 Clatsop County	Feb. 2, 1988
Douglas S. Coats, Inc. Contract No. 10390	Willow Cr. (Cecil Rd.) Br. Morrow County	Feb. 2, 1988
J. C. Compton Contr., Inc. Contract No. 10431	Bullock Br.-East BLM Road Douglas County	Feb. 2, 1988
Mocon Corporation Contract No. 10480	Heceta St. (Hammond)-NW 14th (Warrenton) Clatsop County	Feb. 3, 1988
Heil Electric Co. Contract No. 10458	Traffic Loop Repair Proj. (Unit 1) Clack. and Mult. Counties	Feb. 3, 1988
Elting, Inc. Contract No. 10506	Wonderly Rd.-Longview Br. Interchange Columbia County	Feb. 3, 1988
R. A. Hatch Co. and Gaynetco, Inc. Contract No. 9877	Linn/Lane County Line- California State Line Lane, Jackson, Douglas, and Josephine Counties	Feb. 8, 1988
Douglas S. Coats Contract No. 9965	O. B. Riley Road-SE Brosterhous Rd./Arnold Ditch Structure Deschutes County	Feb. 9, 1988
EMW Construction Co. Contract No. 10315	Willow Cr. (Hunter) Br. Morrow County	Feb. 9, 1988
Donald W. Thompson, Inc. Contract No. 10059	Umpqua Rv. (Bullock Rd.) Bridge Douglas County	Feb. 9, 1988
Johnson Rock Products, Inc. Contract No. 10415	Oregon Coast Highway at Oregon Avenue (Bandon) Coos County	Feb. 10, 1988
J. C. Compton Contr., Inc. Contract No. 10445	Gap Ranch-Riley Harney County	Feb. 10, 1988

EXHIBIT C
MINUTES OF 3/15/88

Report of Action Under Delegated Authority
By Assistant State Highway Engineer
Page 3

R & R K Wasco, Inc. Contract No. 10456	N. Fork Burnt River (MP 1.69) Bridge Baker County	Feb. 10, 1988
Oceanlake Paving Co. Contract No. 10466	NW 31st Pl.-NW 25th St. Lincoln County	Feb. 10, 1988
Baker Rock Crushing Co. Contract No. 10486	Farmington Hwy. @ Rood Br. Washington County	Feb. 10, 1988
Fabricators, Inc. Contract No. 9736	Otis Jct.-Polk Co. Line Tillamook County	Feb. 11, 1988
Weaver Construction Co. Contract No. 9932	I.O.N. Highway Bridges Malheur County	Feb. 11, 1988
Dewitt Construction, Inc. Contract No. 10392	Alsea River Bridge Lincoln County	Feb. 11, 1988
Linnco Electric Co. Contract No. 10406	Oregon Coast Highway at Bay Street (Depot Bay) Lincoln County	Feb. 11, 1988
Kiewit Pacific Co. Contract No. 9950	N. Jefferson Interchange- Albany Interchange Marion and Linn Counties	Feb. 12, 1988
Benton Electric, Inc. Contract No. 10370	Oregon Coast Highway at S. First Street Lincoln County	Feb. 16, 1988
M. C. Lininger and Sons Contract No. 10264	Rogue Valley Hwy.-4th St. Jackson County	Feb. 16, 1988
Meridian Rock, Inc. Contract No. 10092	Tiller-Trail Hwy. Slide at MP 45 Jackson County	Feb. 16, 1988
Cherry City Electric, Inc. Contract No. 10409	Monmouth-Independence Hwy. at Gun Club Road Polk County	Feb. 18, 1988
Kasler Corporation Contract No. 9809	N. Powder-Baldock Slough Baker County	Feb. 19, 1988

EXHIBIT C
MINUTES OF 3/15/88

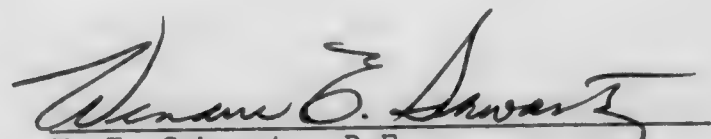
Report of Action Under Delegated Authority
By Assistant State Highway Engineer
Page 4

Oregon Asphaltic Paving Co. Contract No. 10383	SE 182nd Avenue-Birdsdale Avenue (Gresham) Multnomah County	Feb. 23, 1988
Kip Construction Co. Contract No. 10481	Silk Creek Bridge Lane County	Feb. 23, 1988
D & D Paving Co. Contract No. 10394	Market St. SE at 17th St. Marion County	Feb. 24, 1988
Copeland Paving, Inc. Contract No. 10418	Ninth St.-Candy Lane Josephine County	Feb. 24, 1988

Expenditure Recap

	<u>Above Projects</u>	<u>FY to Date</u>
Original Authorization	\$46,077,473.17	\$106,732,677.24
Anticipated Costs	\$47,124,638.55	\$113,254,681.06
Percentage Overrun (Underrun)	+2.3%	+6.1%

February 25, 1988


W. E. Schwartz, P.E.
Asst. State Highway Engineer

BLW:mk

CPC/FL6

EXHIBIT D
MINUTES OF 3/15/88

COM 4

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

CORNELIUS PASS RD. INTERCHANGE SECTION, SUNSET HIGHWAY - WASHINGTON COUNTY

R-54964 - Sunset Highway Associates Limited Partnership et al. Parcel 1: 73,700 square feet; Parcel 2: 21,600 square feet; Parcel 3: 33,100 square feet; all for right of way purposes. Parcel 4: 10,630 square feet for permanent easement for access road. Offer \$154,000.00.

OREGON COAST HWY. AT WINCHESTER AVE. (REEDSPORT) SECTION, OREGON COAST HIGHWAY - DOUGLAS COUNTY

R-56168 - Lester W. Thompson et al. 3,100 square feet for permanent easement for driveway, slopes, and traffic control facilities. Offer \$4,300.00.

S.E. DIVISION ST.-S.E. SCHILLER ST. SECTION, CASCADE HIGHWAY NORTH - MULTNOMAH COUNTY

R-55304 - Walter C. Lundberg et al. Parcel 1: 1,000 square feet for right of way purposes. Parcel 2: 800 square feet for temporary easement for work area. Offer \$200.00.

R-55325 - Raymond E. Schmidt. Parcel 1: 500 square feet for right of way purposes. Parcel 2: 200 square feet for temporary easement for work area. Offer \$4,200.00.

R-55338 - Ralph E. Wood et al. Parcel 1: 1,080 square feet for right of way purposes. Parcel 2: 240 square feet for temporary easement for work area. Offer \$13,000.00.

R-55349 - United States National Bank of Oregon, Trustee. Parcel 1: 1,000 square feet for right of way purposes. Parcel 2: 200 square feet for temporary easement for work area. Offer \$700.00.

WILLIAMSON RIVER-MODOC POINT SECTION, THE DALLES-CALIFORNIA HIGHWAY - KLAMATH COUNTY

R-55730 - Delos C. Clark et al. 0.32 acre for right of way purposes. Offer \$500.00.

Dated this 22 day of January, 1988.


STEVEN GREEN, Right of Way Manager

EXHIBIT D
MINUTES OF 3/15/88

DATE: MARCH, 1988

TO: OREGON TRANSPORTATION COMMISSION

SUBJECT: REPORT OF ACTIONS TAKEN
UNDER DELEGATED AUTHORITY

Under delegated authority to the Highway Engineer (Delegation Order No. 23) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Administrative Order No. 33), the following actions were taken:

SALE OF EXCESS PARCELS: (23-43) (Administrative Order No. 33)

CURRY COUNTY:

FRANKPORT-EUCHRE CREEK SECTION - OREGON COAST HIGHWAY:

- 1) File P-61; containing 0.13 acre, m/l.; \$ 500; Approved 2/11/88.

LANE COUNTY:

FLORENCE-CUSHMAN SECTION - FLORENCE-EUGENE HIGHWAY:

- 2) File 33389; containing 0.12 acre, m/l.; \$ 2,800; Approved 2/22/88.

PRAIRIE ROAD-EUGENE SECTION - JUNCTION CITY-EUGENE HIGHWAY:

- 3) File 2208; containing 0.95 acre, m/l.; \$62,500; Approved 2/22/88.

MARION COUNTY:

CHEMAWA ROAD-HICKORY ST. SECTION - SALEM PARKWAY:

- 4) File 44253; containing 30,230 s.f., m/l.; \$ 5,000; Approved 2/11/88.
- 5) File 44594; containing 8,890 s.f., m/l.; \$ 1,000; Approved 2/11/88.
- 6) File 44596; containing 9,150 s.f., m/l.; \$ 1,500; Approved 2/11/88.
- 7) File 44602; containing 45,028 s.f., m/l.; \$ 6,000; Approved 2/22/88.
- 8) File 46336; containing 2.69 acres, m/l.; \$35,000; Approved 2/11/88.
- 9) File 46926; containing 56,180 s.f., m/l.; \$ 8,500; Approved 2/26/88.
- 10) File 46927; containing 75,117 s.f., m/l.; \$10,000; Approved 2/22/88.
- 11) File 47068; containing 21,660 s.f., m/l.; \$ 1,200; Approved 2/11/88.

EXHIBIT D
MINUTES OF 3/15/88

Report of Actions Taken Under Delegated Authority
March, 1988
Page Two

SALE OF EXCESS PARCELS - MARION COUNTY -
CHEMAWA ROAD-HICKORY ST. SECTION - SALEM PARKWAY: (Continued)

- 12) File 47197-A; containing 73,440 s.f., m/l.; \$ 6,000; Approved 2/22/88.
- 13) File 47478 containing 0.92 acre, m/l.; \$17,000; Approved 2/26/88.
- 14) File 47588; containing 10,510 s.f., m/l.; \$ 3,500; Approved 2/16/88.

MULTNOMAH COUNTY:

FREMONT INTERCHANGE-SUNSET INTERCHANGE SECTION - STADIUM FREEWAY:

- 15) File 44642; (Parcel 1) containing 56,620 s.f., m/l.; Approved 2/01/88;
\$500,000 cash or \$536,000 on contract.

UMATILLA COUNTY:

PENDLETON-EMIGRANT HILL SECTION - OLD OREGON TRAIL HIGHWAY:

- 16) Files 36394 & 42504; containing .19 acre, m/l.; Approved 2/16/88;
\$850.

AGREEMENTS: (23-50) (Administrative Order No. 33)

KLAMATH COUNTY:

SOUTHERN PACIFIC TRANSPORTATION COMPANY:

- 17) Williamson River-Modoc Point Section - The Dalles-California Highway;
Service Contract 87-20; ODOT Agreement No. RR-1273; Easement for
proposed widening of U.S. 97 overpass Crossing CF-452.20-A; \$3,850;
Approved 2/03/88.

INDENTURE OF ACCESS & GRANT OF ACCESS:

- 18) Files 43698, L-6379; 55359; and 57169 - Indenture of Access with W.K.
and Wilda Zollman on the Southerly side of the Trout Creek-Enterprise
Section of the relocated Wallowa Lake Highway; Approved and signed
11/30/87.
- 19) File 43759 - Indenture of Access with James T. Jackson and LaVerne
Miller on the Easterly side of the Chemawa Rd.-Haysville Section of the
Pacific East Highway; Approved and signed 10/22/87.
- 20) Files 18645 and 18646 - Indenture of Access with Westwood Corporation,
Developers and Contractors, on the Easterly side of the Tigard-Newberg
Section of the Pacific West Highway; Approved and signed 12/21/87.

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INDENTURE OF ACCESS & GRANT OF ACCESS: (Continued)

- 21) File 51400 - Indenture of Access with Charles R. Bryden, Jr. and Jo Ann Bryden on the Northerly side of the E. Portland Freeway-Rock Creek corner Section of the Clackamas Highway; Approved and signed 9/21/87.
- 22) File 37133 - Indenture of Access with Profit Sharing Retirement Trust, Bradford G. & Vicki Picking and Les Schwab on the Northerly side of the Duncan Rd.-Sandy Section of the Mt. Hood Highway; Approved and signed 9/21/87.
- 23) File 25413 - Grant of Access to Marshall C. and Hulda P. Glos on the Northerly side of the Sandy-Forest Boundary Section of the Mt. Hood Highway at Engineer's Station 30+80; Approved and signed 1/11/88.

R/W SERVICE AGREEMENTS: (23-45) (Administrative Order No. 33)

COLUMBIA COUNTY:

- 24) Agreement for R/W Services #324; C. & A. #8915; with Columbia County; to perform services in the acquisition phase and other phases preliminary thereto for the Project; Beavercreek (Adams Rd.) Bridge; Adams Road; Approved 4/23/87.

DOUGLAS COUNTY:

- 25) Agreement for R/W Services #331; C. & A. #9379; with Douglas County; to perform those services related to the acquisition of right-of-way for Agency; Goodrich Highway (a County Road) in Douglas County; Estimated cost \$6,000; Approved 2/10/88.

KLAMATH COUNTY:

- 26) Agreement for R/W Services #330; C. & A. #9380; with Klamath County; to perform those services related to the acquisition of right-of-way for Agency; Altamont Drive (a County Road) in Klamath County; Estimated cost \$7,500; Approved 2/10/88.

MULTNOMAH COUNTY:

- 27) Agreement for R/W Services #327; C. & A. #9006; with City of Portland; to perform services in the acquisition phase and other phases preliminary thereto for the Project; S.W. Barbur Blvd.-S.W. Taylors Ferry Rd. (S.W. Terwilliger Blvd.) and S.W. Barbur Blvd.-S.W. Vermont St. (S.W. Bertha Blvd.); Approved 6/17/87.

EXHIBIT D
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Page Four

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE
HIGHWAY DIVISION: (23-65) (Administrative Order No. 33)

BAKER COUNTY:

MEDICAL SPRINGS-BAKER - MEDICAL SPRINGS HIGHWAY:

57213 Ronald L. & Aloha J. Lay \$0.30/CU.YD. App. 2/03/88
(2-yr. lease & Sale of Materials)

CLACKAMAS COUNTY:

JOHNSON CREEK-LESTER AVENUE - E. PORTLAND FREEWAY:

45927-A Harley Lyons (Mobile Home - Space #1) \$ 5,900 App. 2/01/88
45927-B Margaret Ellen Archie; Elsie G. Giese \$ 650 App. 2/03/88
(Mobile Home - Space #2)
45927-C Bruce S. Robb (Mobile Home - Space #4) \$ 4,000 App. 2/01/88
45927-D Elsie G. Giese (Mobile Home - Space #5) \$ 2,200 App. 2/03/88
45927-E David & Dorrae Sellers \$ 5,950 App. 2/23/88
45927-G Debra A. Kern (Labato) \$ 3,800 App. 2/01/88
(Mobile Home - Space #8)
45927-H Nancy L. & Jerry G. Beyerle \$ 6,500 App. 2/10/88
(Mobile Home - Space #10)
45927-I Richard & Mona Hersh \$ 3,500 App. 2/09/88

WILDWOOD-ZIG ZAG - MT. HOOD HIGHWAY:

55974 James E. & Marie W. Selder \$ 4,000 App. 2/18/88

COLUMBIA COUNTY:

NEHALEM RIVER (AIRPORT ROAD) BRIDGE - AIRPORT ROAD:

57186 Darrell & Sharon McKee \$ 1,650 App. 2/22/88

S.C.L. SCAPPOOSE-MULT. CNTY. LINE - LOWER COLUMBIA RVR. HWY:

56199 Clyde A. Adams \$ 3,000 App. 2/26/88
56490 Evelyn Doane \$ 4,110 App. 2/09/88

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Page Five

COOS COUNTY:

BROADWAY STREET & NEWMARK STREET (N. BEND) - CAPE ARAGO:

56815 Sheahan Investment Co. \$ 500 App. 2/09/88

DOUGLAS COUNTY:

CAMAS MOUNTAIN WAYSIDE-MUNS CREEK (MYSTIC CREEK) - COOS BAY-ROSEBURG HWY.:

56022 Earl E. Larson & Anne H. Larson \$ 4,925 App. 2/25/88
56024 Paul Alvy & Melva Dawn Warren \$ 18,900 App. 2/26/88
56064 Glen Pasco \$ 2,500 App. 2/25/88
56070 Lone Rock Timber Co. \$ 150 App. 2/25/88

LINCOLN COUNTY:

COAST RANGE SUMMIT-BURNT WOODS - CORVALLIS-NEWPORT HIGHWAY:

56128 J. R. Gates Timber Company \$ 4,665 App. 2/23/88
56130 Starker Forests, Inc. \$ 28,000 App. 2/22/88
56132 William Fennell \$ 500 App. 2/03/88
56133 Willamette Industries, Inc. \$ 11,300 App. 2/16/88
56136 Mortgage Mint Corporation; Russell William; \$ 100 App. 2/01/88
Peggy Lynn Dubbels; Marlin L. & Frankie I. Byers;
Randy & Jackie Quetschke (C.P.)
56138 George L. Davis; Larry L. Davis; \$ 300 App. 2/01/88
Mervin J. & Geneva N. Holmes
56155 Kathleen Bottero \$ 150 App. 2/01/88

SILETZ HIGHWAY BRIDGES - SILETZ HIGHWAY:

54220 Joyce Steele \$ 500 App. 2/22/88
56987 Joan Baldree Farooqui \$ 100 App. 2/22/88

LINN COUNTY:

QUEEN AVENUE-CORVALLIS - ALBANY-JUNCTION CITY HIGHWAY:

54731 William C. & Nancy C. Siegrist (Sign Only) \$ 700 App. 2/09/88

EXHIBIT D
MINUTES OF 3/15/88

Report of Actions Taken Under Delegated Authority
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Page Six

LINN COUNTY: (Continued)

VAIL CREEK-SWEET HOME - SANTIAM HIGHWAY:

56725	Robert S. Langmack, Jr., Personal Rep. of The Estate of Robert S. Langmack	\$ 150 App. 2/23/88
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MALHEUR COUNTY:

MALHEUR RIVER (VALE) BRIDGE - CENTRAL OREGON HIGHWAY:

56724	Ross E. & Margie W. Butler	\$ 500 App. 2/05/88
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MARION COUNTY:

12TH-24TH - MISSION STREET:

55965	Framingham Mall Associates	\$ 11,515 App. 2/24/88
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S. COMMERCIAL-N. SANTIAM - KUEBLER BOULEVARD:

56025	Alfred Hubert & Betty Jane Jones	\$ 10,400 App. 2/22/88
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56939	Della Lee Goucher	\$ 42,200 App. 2/22/88
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WASHINGTON COUNTY:

MURRAY BLVD. INTERCHANGE - SUNSET HIGHWAY:

57027	Marion L. Deal	\$ 72,200 App. 2/22/88
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ROCK CREEK BLVD.-T.V. HIGHWAY - 185TH AVENUE:

55759	Gregory B. & Debra L. Hickmott	\$ 8,100 App. 2/09/88
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55770	Michael D. George	\$ 16,250 App. 2/08/88
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55771	Carol J. Bowers	\$ 7,500 App. 2/09/88
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55763	Minnie Pallay	\$ 52,000 App. 2/02/88
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55778	Max K. Wolfe	\$100,000 App. 2/05/88
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55782	Keith B. & Leona B. Wilson John L. & Judith E. McNear	\$ 6,450 App. 2/03/88
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55812	Lulu P. Skelton	\$ 4,500 App. 2/01/88
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55816	Della M. Vroman	\$ 4,500 App. 2/22/88
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EXHIBIT D
MINUTES OF 3/15/88

Report of Actions Taken Under Delegated Authority
March, 1988
Page Seven

WASHINGTON COUNTY:

ROCK CREEK BLVD.-T.V. HIGHWAY - 185TH AVENUE: (Continued)

55831	Kathryn Schell (Fee); Hong & Sek Ym Ha (C.P.)	\$ 2,000 App. 2/26/88
55832	Mike Kosmas	\$207,500 App. 2/05/88
55838	Idaho Parr, Inc.	\$ 9,500 App. 2/05/88
55839	Northwest Natural Gas Co.	\$ 1,200 App. 2/23/88
55856	Hillman Powell Company	\$ 1,200 App. 2/01/88
55857) 55867)	Hillman Powell Company	\$ 1,800 App. 2/05/88
55897	Hillman Powell Company	\$ 2,800 App. 2/01/88
56202	Mike Kosmas; Donald A. Buss; Larry J. Kosmas	\$ 2,000 App. 2/05/88
56227	Aloha Park Oregon, Ltd.	\$ 13,000 App. 2/03/88
56229	185th West Association	\$ 4,150 App. 2/03/88
56240	Gordon Merrill; Edward L. Brabham	\$ 1,000 App. 2/22/88

S.W. HALL BLVD. @ WASHINGTON SQUARE DRIVE #2 - BEAVERTON-TUALATIN HIGHWAY:

56986	Washington County	\$Donation App. 2/22/88
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Dated this 2nd day of March, 1988


Steven D. Green, Right of Way Manager



EXHIBIT E
MINUTES OF 3/15/88

Department of Transportation
PARKS AND RECREATION DIVISION

525 TRADE STREET SE, SALEM, OREGON 97310

TO: Oregon Transportation Commission

FROM: David G. Talbot
State Parks Administrator

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized the State Parks Administrator, or his designate, in an official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith, the Parks Administrator or his designate has approved the following actions and report them for your official records.

On January 21, 1988, renewed a Land Use Permit with John Meier, for use of Willamette Mission State Park, Marion County, for raising filbert crops.

On February 2, 1988, approved a Land Use Permit with George Silvey for use of Elijah Bristow State Park, Lane County, for haying.

On February 2, 1988, renewed a Land Use Permit with Jim Estremado & Sons, for use of Valley of the Rogue State Park, Jackson County, for grazing purposes.

On February 5, 1988, renewed an Intergovernmental Agreement with U.S.D.I. Bureau of Land Management for a Stewardship program on the Deschutes River Scenic Waterway between Macks Canyon and Harris Canyon.

On February 10, 1988, renewed a Land Use Permit with Roger Hildebrandt for use of Willamette Mission State Park, Yamhill County, for raising annual crops.

On February 10, 1988, renewed a Land Use Permit with Billy Cross for use of property on the Shaniko-Fossil Hwy., Wheeler County, for agricultural purposes.

EXHIBIT E
MINUTES OF 3/15/88

Oregon Transportation Commission
Page 2

On February 10, 1988, approved a Park Maintenance Agreement with Chuck and Karen Rollins for maintenance services at Guy Talbot State Park, Multnomah County, in exchange for residence in the Talbot House.

On February 12, 1988, approved Lester Battle's request to remove dangerous trees next to his home and thin trees within the Clackamas River Scenic Waterway in Clackamas County.

On February 15, 1988, renewed a Land Use Permit with Chuck Amling for use of Truax Island on the Willamette River Greenway, Linn County, for raising annual crops.

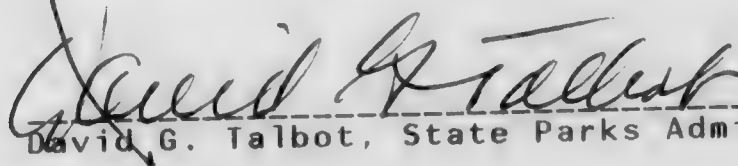
On February 16, 1988, amended an Historic Preservation Agreement with Yamhill County for and archeological survey, in the additional amount of \$2,182.

On February 16, 1988, renewed a Land Use Permit with Alan Humphrey for use of Elijah Bristow State Park, Lane County, for raising annual crops.

On February 16, 1988, renewed a Land Use Permit with Russell Underwood for use of Sarah Helmick State Park, Polk County, for farming purposes.

On February 23, 1988, approved a Land Use Permit with Robin and David Scruggs for use of pasture land in Azalea State Park, Curry County to graze and board a horse.

Dated this 25 day of February, 1988



David G. Talbot, State Parks Administrator

DGT/js


EXHIBIT E
MINUTES OF 3/15/88

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated
Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I took the following action and report this action for your official records:

On December 18, 1987, approved an interagency service agreement between the Department of Transportation, Motor Vehicles Division (DMV), and the Oregon Housing Agency. At the request of the Agency, DMV will make and issue identification cards to employees of the Agency at a cost of \$1.00 per card. Agreement shall be effective from January 1, 1988, until terminated by either party.



David P. Moomaw, Administrator
Motor Vehicles Division

Dated this 23rd of February, 1988

2-3-88

L-9201 - Ruth Gardner and Verna Johnson, as Personal Representatives of the Estate of Mary Copeland, v. Gale Allen Hughes and the State of Oregon. The Plaintiff alleges that the deceased was waiting for traffic to clear on Highway 97 near the Blue Spruce Motel, in Deschutes County, and was struck by a vehicle being operated by the defendant Gale Allen Hughes. The allegation of negligence on behalf of the State was failing to reduce the designated speed for Highway 97 at the site of the accident, failing to take reasonable measures to slow the traffic and failing to provide crosswalk markings and other traffic control devices at the intersection and in failing to provide reasonable and adequate lighting along Highway 97 in the area of the accident site. The plaintiff is seeking judgment in the amount of \$100,000.00 against the State. The matter has been referred to the Trial Section of the Department of Justice for the defense of the Highway Division.

L-9202 - Portable Rock Production Co., Inc.; an Oregon corporation, v. State of Oregon, by and through its Department of Transportation. This is a breach of contract lawsuit in which the plaintiff was to produce 35,000 cubic yards of crushed cinder material in stockpiles. The plaintiff alleges that the Highway Division unreasonably reduced the amount of payment by \$5,617.29 and therefore is seeking judgment in that amount. This case is located in Lane County. The matter has been referred to the Trial Section of the Department of Justice for the defense of the Highway Division.

L-9204 - Barbara Pruess v. The Highway Division, a Division of the State of Oregon and James D. Cook. This case arises out of an accident that occurred on January 10, 1986 on the Willamina/Salem Highway in the County of Polk. The defendant was making a U-turn on the Willamina/Salem Highway and the plaintiff collided with the vehicle driven by Cook. The alleged negligence of the Highway Division, in addition to that of the driver who is an employee of the Highway Division, is allowing Cook to drive a sweeper when it knew or should have known that the defendant had a history of previous accidents. The specific negligence of Cook is alleged to be failing and maintaining proper, or any lookout, for vehicles on a public road, failure to maintain a proper or any control of his vehicle as was necessary to avoid a collision and in making a U-turn in violation of ORS 811.365. The plaintiff is seeking damages in the amount of \$605.45 for injuries caused in the accident and for a non-economic damages in an amount to be determined by the court, said amount required to be within the jurisdiction of the District Court. The matter has been referred to the Trial Section of the Department of Justice for the defense of the Highway Division.

L-9205 - State of Oregon, Department of Transportation, ex rel Mocon Corporation, an Oregon corporation, v. Moseman Construction Co., etal. This is a case that does not involve the Highway Division but because of statutory requirements is required to name the Highway Division. This is a dispute between a prime contractor, subcontractor and the people who have supplied labor and materials to the contractor and is located in the County of Marion. The plaintiff is bringing the lawsuit because the subcontractors, Moseman Construction Co. and Gerald R. Baugh, Construction Corporation, did not pay bills for labor and materials they incurred. The matter is being monitored by the Trial Section of the Department of Justice.

EXHIBIT 6
MINUTES OF 3/15/88

REPORT OF CASES FILED BY AND AGAINST THE DEPARTMENT OF TRANSPORTATION

L-9162 - House on Hill, Inc., an Oregon Corporation v. State of Oregon by and through its Department of Transportation. This is a complaint for specific performance and ejectment. The Plaintiff is alleging that the Highway Division has failed to perform conditions set forth in the deed to Maxwell Point in that the deed obligated the Division to maintain a tunnel and to maintain Maxwell Point in good condition. Maxwell Point is located in the County of Tillamook. Landslides have occurred on the face of Maxwell Point which have resulted in the closure of the tunnel and plaintiff is therefore seeking legal determination that the Division must repair the damage to Maxwell Point and reopen the tunnel. The matter has been referred to the Trial Section of the Department of Justice for the defense of the Division.

L-9163 - Mocon Corporation v. State of Oregon acting by and through its Transportation Commission, Department of Transportation, Oregon State Highway Division. Plaintiff is alleging that the Highway Division in preparing the plans and specifications for contract #9928, which was awarded the Plaintiff on November 26, 1984, County of Multnomah, was negligent and that the result of the preparation of improper plans and specifications, the Plaintiff has suffered damages. The plaintiff alleges that the Highway Division failed to provide the site for work as depicted in the plans and specifications. The defendant failed to require another contractor on contract #9917 to complete its related work of site preparation prior to the award of the contract to plaintiff. The plaintiff alleges that the failure of the Highway Division to handle these matters properly resulted in damages in the amount of \$178,600.00. The plaintiff is also alleging that the Division did not require the other contractor to finish the roadbeds in the proper condition which resulted in the damage of \$15,480.00 to the plaintiff. The plaintiff is also asking for payment for extra work in the amount of \$12,762.00. The matter has been referred to the Trial Section of the Department of Justice for the defense of the Highway Division.

L-9164 - Freymiller Trucking, Co., v. Redding Lumber Transport, Inc. and the State of Oregon by and through its Department of Transportation. This is a property damage report and arises out of an accident that occurred on December 19, 1985 in which the plaintiff's vehicle collided with the defendant, Redding's Lumber Transport, Inc., vehicle. The defendant's Redding Lumber Transport vehicle was involved in an accident in which it partially blocked the highway. This accident occurred in the County of Josephine. The alleged negligence of the Highway Division is in failing to sand the highway so that the first accident would not have occurred and in failing to post or place flags, flares or warning devices where the first accident occurred in order to warn the public that there was an accident there. Plaintiff's vehicle collided with the truck that was involved in the previous accident and the plaintiff is seeking \$64,044.26 in damages, \$4,895.34 in towing, transferring and costs, \$6,815.48 for property damage to its cargo and \$15,000.00 for lost of use of the vehicle. The matter has been referred to the Trial Section of the Department of Justice for the defense of the Highway Division.

L-9166 - Charles M. Lambui v. Laurie Reno Raffetto, Bette Coste and the State of Oregon, by and through its Highway Division. The plaintiff alleges that the defendant Bette Coste was an employee of the State Highway Division and was flagging and intersection of Highway 97 and Campus Drive, in the County of Klamath. The plaintiff alleges that Coste waved her through the intersection on a red light and she was struck by a vehicle driven by the defendant Raffetto. The alleged negligence of the Highway Division is failure to disconnect the traffic signals while engaging in construction work, failing to have more than one flagger directing traffic, failing to have the flagger stand in a position where she could see the traffic signals and in waving plaintiff through the intersection when she could not see the traffic signals. Plaintiff is seeking \$9,241.70 in property damage. The matter has been referred to the Trial Section of the Department of Justice for the defense of the Highway Division.

MINUTES OF 3/15/88

REPORT OF CONDEMNATION CASES SETTLED

<u>Defendant</u>	<u>State's Offer</u>	<u>State's Highest Appraisal</u>	<u>Amount of Settlement</u>
Richard E. E. L-8956 R-54862 Section: N. E. Sandy Blvd. - Stark St. County: Multnomah	\$ 100.00	\$ 1,045.00	\$ 2,000.00
Katherine Derbin et al L-8991 R-53520 Section: Sutton Lake-Florence Highway: Oregon Coast County: Lane	\$27,450.00	\$51,345.00	\$66,107.81

REPORT OF SETTLEMENT OR DISPOSITION OF CASES OTHER THAN CONDEMNATION

<u>Plaintiff</u>	<u>Defendant</u>	<u>Cause of Action</u>	<u>Demand of Plaintiff</u>
State L-9020 CAO 86-446 Section: Lancaster Drive Highway: N. Santiam Hwy. County: Marion	Cascade Ditching Company	Property Damage	\$ 1,143.33
REMARKS: Settlement - payment of \$1,000.00			

EXHIBIT 9
MINUTES OF 3/15/88

REPORT OF CONDEMNATION CASES SETTLED

Defendant	State's Offer	State's Highest Appraisal	Amount of Settlement
Paul Schoen et ux L-9037 R-55053 Section: Dover Lane-Bear Drive Highway: The Dalles-California County: Jefferson	\$ 7,600.00	\$ 7,600.00	\$11,000.00
Felix A.Chiodo et al L-8855 R-54116 Section: S. E. 182nd Ave. - Birdsdaie Ave. (Gresham) Highway: Mt. Hood County: Multnomah	\$29,700.00	\$29,700.00	\$29,700.00
REMARKS: Settled for the amount of the complaint.			
Delbert L. Kline L-8856 R-54264 Section: 12th St. S. E. - 24th St. S. E. (Salem) Highway: Mission Street County: Marion	\$50,000.00	\$50,000.00	\$55,250.00

REPORT OF CONDEMNATION CASES TRIED

Defendant	State's Highest Written Offer Made More Than 30 Days Prior to Trial	Defendants' Lowest Demand	State's Highest Testimony at Trial
John Goodhouse Jr. et al L-8992 R-54767 Section: Albany/Corvallis Hwy. at N. W. Scenic Dr. Highway: Albany/Corvallis County: Benton	\$ 700.00	\$3,000.00	\$ 331.00
VERDICT: \$331.00			

REPORT OF SETTLEMENT OR DISPOSITION OF CASES OTHER THAN CONDEMNATION

Plaintiff	Defendant	Cause of Action	Demand of Plaintiff
State L-9056 CAO 86-99 Section: I-405-SB Highway: MP 0.47 County: Multnomah County	Suzette Washington	Property Damage	\$2,695.10
REMARKS: Settlement - \$1,350.00			

EXHIBIT 6
MINUTES OF 3/15/88

REPORT OF TRIAL OF OTHER CASES - State Plaintiff

<u>Defendant</u>	<u>Cause of Action</u>	<u>Demands of Plaintiff</u>	<u>Verdict or Judgment</u>
Thomas J. Bond L-8692 CAO 85-63	Property Damage	\$ 257.88	\$ 257.88
Attorney Fees: \$150.00		Court Costs: \$127.50	
County: Marion			
Highway: Willamina/Salem No. 30 (OR 22)			
REMARKS: File returned - license suspended			
Thomas W. Marquard L-8922 CAO 85-480	Property Damage	\$ 9,567.23	\$ 9,567.23
Attorney Fees: \$ -0-		Court Costs: \$ 87.70	
County: Clackamas			
Highway: Hwy 1E - Pacific East - Rt. 99 - MP 12.88			
REMARKS: File returned - license suspended			
Aaron R. Z. Nordholm L-8861 CAO 85-487	Property Damage	\$ 4,099.73	\$ 4,099.73
Attorney Fees: \$580.00		Court Costs: \$ 87.70	
County: Coos			
Highway: Coos River - Hwy. 241 - MP .51			
REMARKS: File returned - license suspended			

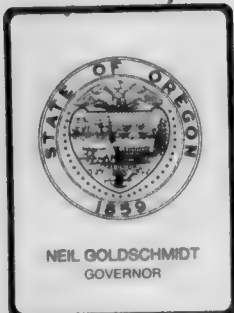


EXHIBIT H
MINUTES OF 3/15/88

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 16, 1988

In Reply Refer to
File No.:

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report
Action Taken Under Delegated Authority

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On February 16, 1988, \$4,260,884.89 was distributed to the counties as their share of motor vehicle revenues for the month of January, 1988.

On February 16, 1988, \$2,583,705.49 was distributed to the cities for the month of January, 1988

(Lists of apportionments on file in Commission Files, Salem.)

Dated this 16th day of February, 1988.

Douglass R. Goldbach, Controller
Highway Division

Attachments

cc: Bob Bothman
John Elliott



MINUTES OF
OREGON TRANSPORTATION COMMISSION

WORKSHOPS
DINNER

APRIL 18, 1988

AND

AGENDA REVIEW
FORMAL MEETING
LUNCH
TOUR

APRIL 19, 1988

On April 18, 1988, at 9 a.m., a workshop was held in the Multnomah Falls Room of the Red Lion Motor Inn, 310 S. W. Lincoln Street, Portland, to review with the Transportation Commission the 1989-91 rough-cut budget. (Notice of the workshop had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia Ford, Member
David F. Bolender, Member
Robert N. Bothman, Director
Gary Potter, Director of Administration
John Elliott, Special Assistant to the Director, Office of Public Affairs
Don Adams, Deputy State Highway Engineer
David P. Moomaw, Administrator of Motor Vehicles Division
Paul Burket, Administrator of Aeronautics Division
Dennis Moore, Administrator of Public Transit Division
David Talbot, Administrator of Parks and Recreation Division
Fran Neavoll, Commission Services

Also present were the budget officers of each Division, the Region Engineers, and Virginia Barton, Administrator of the Board of Maritime Pilots.

Mr. Christian began the workshop by introducing the budget officers for each of the Divisions. (A rough-cut budget was handed the Commission, a copy of which is in Commission's files, Salem.) He asked Dave Lutz, Revenue Forecaster, to give a brief overview of the economic and revenue forecast for the up-coming biennium.

Mr. Lutz discussed the process used to develop the forecasts. He said the revenue forecast is based upon the economic forecast. He explained that the national forecast was developed in October 1987 by a national consulting firm and the State economic forecast was developed in December 1987 by the Executive Department. He said that these forecasts will be revised at each stage of the budget development process. He reviewed a tabulation entitled "Forecast of Selected Other Funds Gross Revenue" by Divisions. (Copy of written report in Commission's files, Salem.) Mr. Lutz summarized the economic indicators as follows:

- 1) Oregon's population is expected to grow at less than 1% per year over the next four years, reaching 2.78 million by 1991.
- 2) Oregon's employment growth in 1988 is expected to exceed the national growth rate. Growth will trend down due to the national economic slowdown.

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- 3) Real per capita income growth is expected to be slower over the next four years. Higher incomes have a positive effect on gasoline consumption, car sales, and other revenue sources.
- 4) Gasoline prices are not expected to reach 1985 levels until 1991.
- 5) Growth in the light-duty vehicle fleet slowed in 1987, but is expected to resume higher growth over the next four years.
- 6) After growing 30% over the last four years, lumber production is expected to remain flat over the forecast horizon. Lower production growth will have a negative effect on weight-mile revenue.
- 7) Average miles per gallon growth will slow over the next four years due to lower new vehicle miles per gallon.
- 8) Inflation is expected to remain in the four to five percent range over the next four years.
- 9) Gasoline consumption growth is expected to moderate over the next four years.
- 10) Motor carrier activity and the resulting weight-mile tax revenues will moderate their growth as the economy begins to slow.
- 11) Oregon's jet fuel consumption growth is expected to moderate over the next four years in line with the forecast of U. S. jet fuel consumption.

Susan Harchenko, ODOT Budget Officer, explained the wall-display format in which the budget would be presented to the Commission. She reiterated the six major budget issues as maintaining or reducing staff levels, contracting out, minimum administrative costs, capital improvements, program enhancements, and personnel programs. The presentations will include the budget issues and objectives, revenue summary projection, budget request, decision packages, decision packages not recommended, and the reduction options. She said the staff is looking for guidance and direction from the Commission at this time and the budget would be brought back next month for final approval.

Mr. Burket began by saying that the Aeronautics Division's mission statement is: to ensure the effective, safe, and efficient use of aeronautics in Oregon. He presented a graph showing the comparative State revenues from 1975 to present. The graph indicated that while revenues have been increasing over this period, the purchasing power of the dollar has dropped 50%. He explained that the base budget in the amount of \$2,230,922 represents a decrease of \$92,933 because of projected lack of revenues to fund the calculated base budget. He said three items to partially restore the base budget are: restore airport maintenance, purchase computer equipment, and miscellaneous tools and equipment capital outlay. He said the current base has been adjusted to add a decision package in the amount of \$25,000 to provide 5% matching aid to local governments for airport construction projects in a reactivation of the Financial Aid to Municipalities Program to help leverage more Federal Funds.

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Mr. Burket discussed the following charts, which were on display on the wall:

AERONAUTICS DIVISION
ROUGH CUT BUDGET
1989-91 BIENNium

Base Budget:

Personal Services	\$ 1,077,936
Services & Supplies	1,152,986
Capital Outlay	<u>0</u>
Total Base Budget	\$ 2,230,922
Decision Packages	<u>1,120,978</u>
Total Budget Request	<u>\$ 3,351,900</u>

AERONAUTICS DIVISION
BASE BUDGET DESCRIPTION
1989-91 BIENNium

1. Amount - \$ 2,230,922

The base budget has been decreased by \$92,933 from the 87-89 budget because of projected decreases in revenues. Capital Outlay has been eliminated, services and supplies decreased by \$25,746.

2. Positions - 15

Positions have remained the same from the 1987-89 budget. Two key positions were removed during the 87-89 budgeting process.

Aeronautics Division

Rough Cut Budget

Search and Rescue

1989-91 Base Budget \$86,237

Decision Package

<u>Priority</u>	<u>Description</u>	<u>Amount</u>
1.	Services & Supplies	\$84,691
	Restore funding lost by eliminating pilot registration.	

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AERONAUTICS DIVISION
ROUGH CUT BUDGET
RECAP OF FINANCING

Calculated Base	\$ 2,323,855
Forecasted Base	\$ 2,230,922
Shortfall	\$ 92,933

<u>New Revenues</u>	<u>Programs Restored</u>	<u>Amount Below 87-89 Levels</u>
MOGAS	Airport Maintenance \$ 50,746	
Transfer	Capital Outlay \$ 42,187	\$ 25,000
	Capital Improvements \$ 90,000	\$ 181,000
	Capital Construction \$ 50,000	\$ 112,875
	Fin Aid to Municipal. \$ 17,067	

Eliminate:	
Aircraft	
Registration	Services & Supplies \$ <414,832>

Aviation Gasoline	Services & Supplies \$ 293,260	\$ 121,572
and GA Jet Fuel	Fin Aid to Municipal. \$ 42,550	
.03 per gal tax	Capital Construction \$ 50,000	\$ 62,875

LEVERAGED DOLLARS

<u>Program</u>	<u>Aeronautics Contribution</u>	<u>Amount Generated</u>	<u>Total</u>
Fin Aid to Municipalities	\$ 25,000	\$ 475,000	\$ 500,000
Capital Construction	\$ 50,000	\$ 450,000	\$ 500,000
Fin Aid to Municipalities	\$ 17,067	\$ 324,273	\$ 341,340
Fin Aid to Municipalities	\$ 42,550	\$ 808,450	\$ 851,000
Capital Construction	\$ 50,000	\$ 450,000	\$ 500,000
TOTALS	\$184,617	\$2,507,723	\$2,692,340

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Aeronautics Division

Rough Cut Budget

Decision Packages

<u>Priority</u>	<u>Description</u>	<u>Expenditures</u>
1.	Financial Aid to Municipalities	\$25,000
	Provide 5% matching aid to local governments for airport construction projects, generating 95%, \$475,000 (5% local and 90% federal) for the State of Oregon. Any unclaimed funds to revert back to Capital Construction on state-owned airports. This action further decreases maintenance on state-owned airports and emphasizes a change in direction for the division.	
2.	Services and Supplies	
	Restore Airport Maintenance to 1987-89 levels \$50,746; Provide for mowing, patching and minor maintenance contracts on airports.	
3.	Capital Outlay	
a.	Purchase Computer Equipment	\$30,000
b.	Purchase two rotary beacons, tow sweeper	\$12,187
	Provide funding for purchase of airport maintenance equipment and computer equipment recommended by Executive Department's Information Systems Study.	
4.	Capital Improvements	\$90,000
	Six state-owned fuel tanks must be improved to meet new Environmental Protection Agency requirements.	
5.	Capital Construction	State \$50,000 Federal \$450,000
	Runway lighting and extension on state-owned airports generating 90% federal money.	
6.	Financial Aid to Municipalities	\$17,067
	Provide 5% matching aid to local governments for airport construction projects, generating 95%, \$324,273 (5% local and 90% federal) for the State of Oregon. Any unclaimed funds to revert back to Capital Construction on state-owned airports.	
7.	Services and Supplies	\$293,260
	Restore funding lost by eliminating aircraft registration, less previous cost of processing of \$121,572.	
8.	Financial Aid to Municipalities	\$42,550
	Provide 5% matching aid to local governments for airport construction projects generating 95%, \$808,450 (5% local and 90% federal) for the State of Oregon. Any unclaimed funds to revert back to Capital Construction on state-owned airports.	
9.	Capital Construction	State \$50,000 Federal \$450,000
	Construct parallel taxiway and apron on state-owned airports generating 90% federal money.	

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Mr. Burket's presentation is summarized by the following remarks:

- 1) Total base budget, without the decision packages, is \$2,230,922 (42% below current base budget for this biennium).
- 2) Adding the decision packages in the amount of \$1,120,978 would increase the total to \$3,351,900 (16% below current budget).
- 3) If there are no increases in revenue, and it became necessary to implement the reduction packages, that would require eliminating one position for each of the two packages.
- 4) Transfer from the Highway Fund the vehicle gas tax that is not refunded or not claimed by non-highway aviation users. The forecast for the two-year period shows a \$250,000 transfer to the aeronautics account. If that amount is received, the base budget can be partially restored and decision packages one through six can be funded.
- 5) Eliminate the aircraft and pilot registration programs. The combined programs are projected to gross about \$494,000 this biennium and it costs \$172,000 to collect the fees. Replace registration fees with a nominal increase in Aviation Fuel Taxes. The amount of increase should generate approximately the same amount of revenues now being produced by registration fees.
- 6) Recommend to the Legislature elimination of the search and rescue dedicated account and transfer it to the aeronautics account.
- 7) Requested authority to work with the business aircraft and general aviation community for their support and advice on the above changes.

The Commission agreed on the concept for Mr. Burket to continue to refine and explore the idea of MOGAS transfer, elimination of the registration fees, and increase the aviation gasoline and GA jet fuel tax rates to replace the registration revenues.

Mr. Christian and Mr. Potter discussed the rough-cut budget for Central Services. Mr. Christian reviewed the goals and objectives and the sources of revenue. He mentioned that the Board of Maritime Pilots would be included in the budget for Central Services. He and Mr. Potter reviewed the following chart on the wall, which included the decision packages:

OREGON DEPARTMENT OF TRANSPORTATION - CENTRAL SERVICES						
1989-91 ROUGH-CUT BUDGET SUMMARY						
04/18/88						
BASE BUDGET	1987-89 EXECUTION BUDGET			1989-91 BUDGET PROPOSAL		
	AMOUNT	POS.	FTE	AMOUNT	POS.	FTE
Director's Office	418,616	3	3.00	432,230	3	3.00
Administration	8,989,239	86	85.00	9,199,862	86	85.00
Financial Management	16,982,322	108	107.25	17,937,610	108	108.00
Public Affairs	1,474,184	15	15.00	1,527,724	15	15.00
Board of Maritime Pilots	75,425	1	0.50	84,166	1	0.50
Total Base Budget	27,939,786	213	210.75	29,181,592	213	211.50
DECISION PACKAGES:						
FINANCED FROM BASE BUDGET:						
1. Affirmative Action Recruitment Fund				100,000	0	0.00
Financing-Capital Outlay, Admin.				(6,092)	0	0.00
-Services & Supplies, Admin.				(93,908)	0	0.00
Package Total				0	0	0.00
2. Early Return to Work Pilot Project				100,000	0	0.00
Financing-Capital Outlay, Admin.				(27,442)	0	0.00
-Services & Supplies, Admin.				(72,558)	0	0.00
Package Total				0	0	0.00
3. Photolab Temporary Employees				15,000	0	0.00
Financing-Capital Outlay, Public Aff.				(9,000)	0	0.00
-Services & Supplies, Public Aff.				(6,000)	0	0.00
Package Total				0	0	0.00
4. Back-up Computer Facility				50,000	0	0.00
Financing-Services & Supplies, Fin. Mgmt.				(50,000)	0	0.00
Package Total				0	0	0.00
5. Information Systems-Software Monitor				230,000	0	0.00
Financing-Services & Supplies, Fin. Mgmt.				(23,654)	0	0.00
-Capital Outlay, Fin. Mgmt.				(206,346)	0	0.00
Package Total				0	0	0.00
ADDITIONAL PACKAGES:						
6. Financial Reorganization-Highway Transfers				8,300,000	75	74.50
7. Position Transfers/Abolishment						
-Administration, Transfer-Out/Abolish				(234,341)	(3)	(3.00)
-Administration, Transfer-In				93,398	1	1.00
-Public Affairs, Transfer-In				164,029	2	2.00
Package Total				23,086	0	0.00
8. Branch Line Rail Assistance Program				1,500,000	0	0.00
9. Day Care Pilot Project				100,000	0	0.00
10. Info Systems-Improved Service/Productivity				235,000	0	0.00
Financing-Position Reduction				(235,000)	(3)	(2.75)
Package Total				0	(3)	(2.75)
11. Maritime Pilots-Travel				12,496	0	0.00
12. Maritime Pilots-Office Equipment/Expenses				3,365	0	0.00
Total Decision Packages				9,938,947	72	71.75
Total Budget Request				39,120,539	285	283.25

At Vice Chairman Whitty's request, Mr. Christian also briefed the Commission on major decision packages that were deleted. The Commission concurred with their presentation.

Mr. Moore began his rough-cut budget for the Public Transit Division by discussing their budget issues and objectives. He briefed the Commission on declining Federal participation and the replacement of Stripper Well Funds of \$8.5 million. He reviewed their budget request and the recommended decision packages as shown in the tabulations below:

PUBLIC TRANSIT DIVISION
1989-91 Budget Request Summary

		1987-89 Adjusted Budget	1989-91 Base Budget
Base Budget			
	General Funds	\$ 956,801	\$ 1,008,627
	Other Funds	8,574,337	578,045
	Federal Funds	3,283,072	2,774,200
	All Funds	\$12,814,210	\$ 4,360,872
	FTE	12.0	12.0
Decision Packages			
	General Funds		\$ 8,873,886
	Other Funds		158,720
	Federal Funds		(4,242)
	All Funds		\$ 9,028,364
	FTE		2.0
Total Request			
	General Funds	\$ 956,801	\$ 9,882,513
	Other Funds	8,574,337	736,765
	Federal Funds	3,283,072	2,769,958
	All Funds	\$12,814,210	\$13,389,236
	FTE	12.0	14.0

1989-91 ROUGH CUT BUDGET
RECOMMENDED DECISION PACKAGES

Priority	Description	General Fund	Other Fund	Federal Fund	FTE
1	Correct Funding Imbalance	\$ 28,936	\$ 14,468	\$ (43,404)	-0-
2(a)	Transit Improvement Projects	7,350,000	-0-	-0-	-0-
2(b)	Transit Improvement Projects	1,130,000	-0-	-0-	-0-
3	Maintain Small City Transit Assistance Program	292,450	-0-	-0-	-0-
4	Metro Office Coordination/Transit Expertise	50,000	-0-	-0-	-0-
7	Biennial Transit Study Update	12,500	12,500	-0-	-0-
	Recommended	\$8,863,886	\$ 26,968	\$ (43,404)	-0-

Legislative Concepts

Transit Fund
Cigarette Tax Increase
1% of New Construction for Alternative Modes

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PUBLIC TRANSIT DIVISION
DIVISION RECOMMENDED DECISION PACKAGES

<u>Priority</u>	<u>Description</u>	<u>General Fund</u>	<u>Other Fund</u>	<u>Federal Fund</u>	<u>FTE</u>
5	Rideshare Coordinator for State Government	\$ -0-	\$ 67,990	\$ -0-	1.0
6	Oregon Transit Association Outreach Program	-0-	14,600	-0-	-0-
8	Additional Field Representative	-0-	39,162	39,162	1.0
9	Increase Office Space	10,000	10,000	-0-	-0-
	Division Recommended	\$ 10,000	\$ 131,752	\$ 39,162	2.0

There was considerable discussion concerning the transit improvement projects in the amount of \$8 million and the matching of Federal Funds. Mr. Moore said he would return with more information concerning the increase in the Federal Program which would be levered by the State participation in the transit program.

The workshop recessed at 10:45 a.m. and reconvened at 10:55 a.m.

Mr. Adams briefed the Commission on the mission and objectives of the Highway Division, including the major budgetary issues. He said there is a need to study long-term maintenance funding for major bridge repairs and replacement. He then reviewed the revenue-expenditure summary report as follows:

Highway Division Revenue/Expenditure Summary Report (In Millions)		
April 18, 1988		
	1987-89 Estimated Memo Only	1989-91 Proposed Budget
Revenues		
Beginning Balance		
Modernization		\$ 72.2
Trust Fund		<u>35.1</u>
TOTAL BEGINNING BALANCES	\$ 37.5	\$ 107.3

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State:		
HB 2266	\$ 44.8	\$ 47.7
HB 2112		
Modernization	15.2	63.3
Maintenance & Preservation	<u>7.7</u>	<u>31.6</u>
Total HB 2112	22.9	94.9
Trust Fund	391.6	425.7
Bond Proceeds	80.0	0
Federal Aid	285.5	313.3
Internal Service Funds	<u>117.0</u>	<u>124.4</u>
TOTAL REVENUES	\$ 979.3	\$1,113.3
Expenditures		
Construction:		
Modernization	\$ 87.9	\$ 122.0
Preservation	32.0	35.0
Federal Aid & Trust Fund	379.0	400.0
Maintenance	212.2	233.3
Administration	12.6	13.1
Debt Service	13.9	31.6
Reimbursable Expenditures	8.0	8.5
Internal Service Fund	117.0	124.4
Capital Construction	<u>9.4</u>	<u>3.7</u>
TOTAL EXPENDITURES	\$ 872.0	\$ 971.6
ENDING BALANCES	\$ 107.3	\$ 141.7

Highway Division
1989-91 Ending Balance
(In Millions)

April 18, 1988

Ending Balance 7/91		\$141.7
Reserves:		
- Salary Increases	(10.0)	
- Special Program Funds	(12.7)	
- Cash Flow Demand	<u>(26.0)</u>	
Total Reserves	(48.7)	<u>(48.7)</u>
Remaining Ending Balance		\$ 93.0 *

• Modernization Fund	\$61.2
Operating Fund	<u>31.8</u>
	\$93.0

There was considerable discussion concerning the ending balance of \$93 million. Mr. Adams discussed the following alternatives:

- 1) Move the \$31.6 million set aside for maintenance and preservation into modernization and use the \$31.8 million operating fund balance for maintenance and preservation. This would allocate \$93 million in the modernization program.
- 2) Establish a program to cover smaller projects on the Access Oregon Highways, such as passing lanes and traffic signals.

Mr. Adams said he was asking guidance from the Commission on how to spend the remaining cash balance of \$93 million. He mentioned that: 1) the modernization program could be increased by 50%; 2) leave the modernization program as is and let the operating fund go to the other highways in the State for traffic signals, passing lanes, etc.; or 3) accelerate the preservation program. Mr. Adams proposed that the staff come back with some alternative packages on how to accelerate the expenditures.

Chairman Hollern said he would like to see a budget with a minimum conservative balance that spends the money effectively with the alternative programs, such as Access Oregon Highways, other Six-Year Program projects, preservation, etc.

Mr. Adams reviewed the following decision packages:

Highway Division
1989-91 Decision Packages

April 18, 1988

Maintenance Program Decision Packages

Package #1

Increase Maintenance Program by \$6 million for contracting out of activities relating to bridge repair, bridge painting and contract landscape maintenance on I-84 and I-205.

<u>Amount</u>	<u>Positions</u>	<u>FTE</u>
\$6,000,000	0	0

Package #2

Establish "seasonal positions" to replace "temporary positions" used in snow and ice removal. This package is prompted through labor union pressures and funded entirely within Maintenance Base Budget.

<u>Amount</u>	<u>Positions</u>	<u>FTE</u>
\$0.00	50	20

Package #3

Enhance Maintenance Program/Permits and Weighmasters by \$600,000 for increased field operations and equipment.

<u>Amount</u>	<u>Positions</u>	<u>FTE</u>
\$600,000	0	6

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**Highway Division
1989-91 Decision Packages**

April 18, 1988

Administration Program Decision Packages

Package #1

Change Administration Program Budget by \$0.00 overall, but shift \$8.3 million from PS, S&S, CO for Highway Accounting to an \$8.3 million S&S Central Services Division assessment charge.

<u>Amount</u>	<u>Positions</u>	<u>FTE</u>
\$0.00	(75)	(74.50)

Package #2

Reduce Administration Program Budget by \$71,500 by transferring positions between Highway and Central Services Divisions impacting:

1. Radio News Services
2. Word Processing
3. Safety
4. Public Affairs

<u>Amount</u>	<u>Positions</u>	<u>FTE</u>
(\$71,427)	(1)	(1)

Package #3

Reduce Administration Program Budget by \$261,000 through elimination of two Assistant Highway Engineer positions.

<u>Amount</u>	<u>Positions</u>	<u>FTE</u>
(\$261,000)	(2)	(2)

Capital Construction Projects Decision Packages

Package #1

Remodel Lab Building.

<u>Amount</u>	<u>Positions</u>	<u>FTE</u>
\$900,000	0	0

Package #2

Region V office building in LaGrande.

<u>Amount</u>	<u>Positions</u>	<u>FTE</u>
\$2,810,000	0	0

Construction Program Decision Package

Package #1

Increase Construction Program by \$7,900,000 to reflect Program Section's estimated projects for 1989-91 as follows:

	<u>Base Budget</u>	<u>Package</u>	<u>Program Total</u>
- Modernization	\$ 74.1	\$47.9	\$122.0
- Preservation	32.0	3.0	35.0
- All Other	<u>443.0</u>	<u>(43.0)</u>	<u>400.0</u>
TOTALS	\$549.1	\$ 7.9	\$557.0

There was considerable discussion concerning the \$549 million in the construction program. The Commission asked for more detailed information on the construction program, such as a breakdown of funds to contractors vs. planning, supervising, engineering, environmental studies (internal work), and staffing levels.

Mr. Adams also briefly mentioned the reduction options and the proposed decision packages not accepted.

The workshop adjourned at noon for lunch.

The budget workshop reconvened at 12:50 p.m., with Mr. Moomaw explaining the Motor Vehicles Division's rough-cut budget. He discussed the adjustments in the base budget, the following tabulation, the decision packages, and the reduction options:

Motor Vehicles Division 89-91 Rough Cut Budget (Thousands of Dollars)						
	Administration	Hearings	Licensing	Capital Construction	Capital Improvements	Total Amount
<u>87-89 Budget:</u>						
Other Funds	\$ 21,016	\$ 4,022	\$ 41,624	\$ 658	\$ 39	\$ 67,359
Federal Funds			392			392
Total	<u>\$ 21,016</u>	<u>\$ 4,022</u>	<u>\$ 42,016</u>	<u>\$ 658</u>	<u>\$ 39</u>	<u>\$ 67,751</u>
FTE	95.5	41.0	684.35			820.85
<u>89-91 Adjusted Base Budget:</u>						
Other Funds - Base Budget	\$ 20,126	\$ 4,264	\$ 45,954	\$	\$	\$ 70,344
Base Budget Adjustments	907	203	2,575			3,685
Total Adjusted Base Budget	<u>\$ 21,033</u>	<u>\$ 4,467</u>	<u>\$ 48,529</u>	<u>\$</u>	<u>\$</u>	<u>\$ 74,029</u>
FTE	92.3	45.0	710.8			848.1
<u>Enhance Decision Packages:</u>						
Commercial Driver Licensing						\$ 600
FTE						4.0
Highway Safety						136
Improve Customer Service						736
FTE						8.0
Headquarter Bldg. Renovation						378
<u>Decrease Decision Packages:</u>						
Four Year Vehicle Registration						-0-
Reduce Certified Mail						(283)
Total Decision Packages						<u>\$ 1,567</u>
Total Request						<u>\$ 75,596</u>
						<u>860.1</u>

Chairman Hollern questioned the need for a 13% increase in the budget and 5% additional employees due to the 1% per year population increase, no new legislation, and significant improvements in customer service.

Mr. Moomaw was instructed to return with details on proposed increased workloads and an historical review of three or four bienniums of revenue and recovery of administrative expense.

Chairman Hollern also mentioned that the Legislature would either eliminate the subsidy from registration fees through the insurance premium tax or cut service. He asked what the Division would do if they did not receive the tax on insurance premiums of \$7,770 million. Mr. Moomaw said there are several alternatives for raising revenue. Mr. Moomaw will return with more of a detailed explanation of the Commission's concerns at the next meeting.

Mr. Talbot referred to a graph showing the increased parks attendance vs. reduced staffing from 1978 to date. He said the base budget is balanced without any fee increases. He discussed the information shown in the tabulation below:

1989-91 BUDGET REQUEST SUMMARY

1987-89 Legislative Approved Budget	\$ 7,974,000 G	
	30,234,000 O	
	<u>2,509,000 F</u>	411.27 FTE
	\$40,717,000	
1989-91 Actual Base Budget	\$ 8,238,000 G	
	30,583,000 O	
	<u>1,894,000 F</u>	409.77 FTE
	\$40,715,000	
Total Decision Packages:	\$ 5,384,000 G	
	2,252,000 O	
	<u>670,000 F</u>	11.58 FTE
	\$ 8,306,000	
Total 1989-91 Request Excluding Capital Construction & Acquisition:	\$ 9,969,000 G	
	32,303,000 O	
	<u>1,894,000 F</u>	421.35 FTE
	\$44,166,000	
Total 1989-91 Request Including Capital Construction & Acquisition:	\$13,622,000 G	
	32,835,000 O	
	<u>2,564,000 F</u>	421.35 FTE
	\$49,021,000	

Mr. Talbot discussed the following decision packages:

- 1) Increase maintenance and operations budget to cover the costs of increased usage and improve substandard operations in some parks and program areas.
- 2) Grant-in-aid: Transfer funds currently used in the grant-in-aid program to: a) backfill the loss of Federal Funds for administration of the Land and Water Program; b) fund a marketing campaign; and c) affirmative action/civil rights position funding shift.
- 3) Affirmative action/civil rights funding issue.
- 4) Backfill reduced Federal Funds for administration.
- 5) Rehabilitation.
- 6) Marketing Campaign.
- 7) Water resource planning.
- 8) Restore State Grant-in-aid.

Mr. Talbot also reviewed the decision packages in the capital construction and acquisition portion of the budget, such as: acquisition, Scenic Waterway Defense Fund, Columbia Gorge Scenic Highway, Deschutes River Development, Yachats 804 Trail, handicapped tourism, and Phase 1 of the 2010 Project.

Mr. Talbot said the reduction options are essentially layoffs that would close parks.

Mr. Talbot then gave a recap of the following charts covering revenue and the revenue alternatives in the amount of \$3.6 million. He discussed increasing user fees and general funds.

REVENUE SUMMARY

Total Budget Request:		
General Fund	\$13,622,000	
Other Fund	32,835,000	
Federal Fund	<u>2,564,000</u>	
Total Expenditures		<u>\$49,021,000</u>

(Continued on next page)

DETAIL OF REVENUES:

General Funds		\$13,622,000
Federal Funds:		
Historic Preservation	\$ 680,000	
Land and Water	1,214,000	
Other	<u>670,000</u>	
Total		\$ 2,564,000
Other Funds:		
<u>CURRENT REVENUE:</u>		
Beginning Balance	\$ 3,560,000	
User Fees	11,034,000	
RV Fees	14,594,000	
Reimbursed Services	875,000	
Deschutes River	476,000	
Highway Division	1,274,000	
Other	868,000	
Marine Board	<u>425,000</u>	
Subtotal		\$33,106,000
Less: Salary Reserve	\$(1,000,000)	
Transfer to Counties	<u>(1,186,000)</u>	
Subtotal		\$30,920,000
<u>PROPOSED INCREASES:</u>		
User Fees - May, 1990	\$ 680,000	
RV Fee	1,000,000	
Hydroelectric Fund	135,000	
Other	<u>100,000</u>	
Subtotal		\$ 1,915,000
Total Other Funds		<u>\$32,835,000</u>
Total Revenues		<u>\$49,021,000</u>

ISSUES**REJUVENATE PARKS PROGRAM**

1. Operations & Maintenance	
. Improved Maintenance	\$ 1,430,000
. More Facility Rehabilitation	\$ 1,740,000
2. Capital Program	
. Buy Land	\$ 885,000
. 2010 Plan - Phase 1	\$ 3,000,000
3. Study Projects - 3 @	\$ 2,730,000
4. Regional Strategies - 6 @	\$ 6,000,000

(Continued on next page)

REVENUE ALTERNATIVES

. Increase Camping Fee \$1 July, 1989	\$ 1,000,000
. Increase Camping Fee \$1 May, 1990	\$ 680,000
. Increase RV Fees By 50 Cents Per Foot For All Vehicles Over 10 Feet	\$ 1,000,000
. Day Use Fee (Annual or Daily Permit)	\$ 1,000,000
. Marine Board	---
. Increased General Funds	---
. Lottery Funds	---
. Highway Funds	---

. Cuts

There was discussion concerning the request for General Funds in the amount of \$5 million and the 2010 Plan. Chairman Hollern suggested increasing the 2010 Plan decision package from \$3 million to \$6 million. At the request of the Commission, Mr. Talbot will return at the next meeting with a \$4 to \$6 million program that is identified by projects. Vice Chairman Whitty suggested that the 2010 Plan projects be identified.

(For all of the presentations by the Division Administrators and State Highway Engineer, see written document entitled 1989-91 Rough-Cut Budget Report in Commission files for detailed information.)

Mr. Bothman said in the essence of time that the Silver Falls strategies would be discussed at the May Commission meeting.

April 18, 1988

- 7766 -

Ted Spence, Region 1, handed the Commission a document entitled "Portland Region Transportation Funding". (Copy in Commission's files, Salem.) The document contained a summary of the regional transportation plan, a description of three financing committees that have been established, and a discussion of what the Metropolitan Service District and the region are requesting in terms of financing.

Mr. Spence differentiated between the three committees, which will lead to a final funding proposal in November for the legislature or the voters, as follows:

- 1) Public-Private Task Force on Transit Finance is a 23-member committee established by the City of Portland and the Metropolitan Service District. Its objective is how the private sector may be involved in funding for transit.
- 2) The Business Committee on Regional Transportation Priorities is a 17-member committee chaired by Ken Harrison of PGE. Its objective is to review the regional transportation plan priorities for highways and transit, which would be supported by the business community.
- 3) JPACT has a Finance Subcommittee representing Washington, Clackamas and Multnomah Counties, City of Portland, ODOT, Tri-Met, and Metropolitan Service District. This committee is attempting to identify full funding for ten-year priorities for highways and transit.

Rick Kuehn discussed the JPACT transportation priorities for a 10-year program as follows:

JPACT TRANSPORTATION PRIORITIES

10-Year Program

1. <u>Regional Highway Corridors</u> (not in priority order)		
	<u>Interstate</u>	<u>Other</u>
Sunset Highway (in conjunction with LRT)		\$38 m.
I-5/I-84 to Fremont Bridge - Phases I and II	\$ 34 m.	
Tualatin-Hillsboro Corridor - Phase I	27	27
I-5/Stafford Road (unfunded portion)	5	
Sunrise Corridor - Phase I	8	87
I-84/181st to Troutdale (unfunded portion)	15	
I-84/U.S. 26 Connector (all or part)		20-50

(Continued on next page)

Highway 217 - Phase I		16
I-5/Highway 217 Interchange	13	
I-5/I-405 Loop Reconnaissance	2	
I-5/Sunnybrook	6	
I-5/Lower Boones Ferry Road	5	
I-5/Wilsonville (unfunded portion)	6	
I-5/49th/Capitol Highway	5	
I-5/Multnomah - Terwilliger	3	
Sunset/185th		11
Highway 217/Greenburg		2
Highway 99W/217 Interchange		8
Highway 99W/Six Corners		4
216th/219th Phase I		12
McLoughlin Boulevard Union/Grand Viaduct Replacement	\$129 m.	11 \$236-266 m. (Access Oregon = \$157 - \$187 m.)
TOTAL REGIONAL HIGHWAY CORRIDORS	\$365-395 m.	
II. <u>Regional Transit Corridors</u>		
Sunset LRT - Portland to 185th Avenue	\$300 m.	
I-205 LRT - Airport to Clackamas Town Center	89	
Milwaukie LRT - Portland to Milwaukie	88	
TOTAL REGIONAL TRANSIT CORRIDORS	\$477 m.	
III. <u>Urban Arterials - Arterial Modernization Projects Needed Within Next 10 Years</u>		
City/County Owned	\$152 m.	
ODOT Owned	89 (FAP = \$45 m.)	
TOTAL FUNDING REQUIRED = \$24 m./year FOR ARTERIAL PROGRAM	\$241 m.	
IV. Transit Service Expansion - Routine capital and operating funds required for transit service expansion to include LRT operations, LRT feeder bus service and expanded regional bus service = \$20 m./year by year 2000.		

Mr. Kuehn specifically discussed three new construction projects as follows:

- 1) I-84/181st to Troutdale and the I-84/US26 Connector
- 2) Sunrise Corridor
- 3) Westside Bypass (Tualatin-Hillsboro Corridor).

Mr. Kuehn reported that the consultant for the Eastbank Freeway has presented to the committee three mega-concepts:

- 1) Concept #1 is doing basically what the State had designed.
- 2) Concept #2 is relocating I-5
- 3) Concept #3 is do away with I-5 in that segment, sign I-5 over I-405, make the Marquam Bridge a connection to the central eastside. There would be an interchange at the end of the Marquam Bridge; split-diamond interchange at Grand/Union off I-84. This would be the connection from the north over to the central eastside.

Mr. Kuehn said the consultant is going back to work on the details of the concepts; however, concept #3 was not very acceptable so not much more work would be done on that alternative.

Mr. Spence summarized the policy issues. He discussed the following chart, which showed the implications of several ODOT funding scenarios: (Amounts do not include inflation.)

<u>HIGHWAYS</u>					
IMPLICATIONS OF SEVERAL ODOT FUNDING SCENARIOS					
		<u>Available for Modernization</u>			
		60%	75%	100%	
I.	FAI - Needs \$129 Million	\$100 M	\$116 M	\$150 M	
II.	Other Highway Needs of Statewide Significance - \$266 Million	33%	50%	75%	100%
	FAP/FAS	\$51 M	\$77 M	\$116 M	\$154 M
	Access Oregon	\$83 M	\$126 M	\$188 M	\$250 M
	State Modernization	\$13 M	\$20 M	\$30 M	\$40 M
		-----	-----	-----	-----
TOTALS		\$147 M	\$222 M	\$334 M	\$444 M

Mr. Spence then discussed the three funding options from the Metropolitan Service District as follows:

Highway		
REGIONAL(MSD)TRANSPORTATION FUNDING OPTIONS FOR ODOT		
10 Year		
Option I (Optimum State Support)		
ODOT Provide - 100% Interstate -		\$129 M
- 100% Other Highways of Statewide Significance		\$266 M
- 1¢ Toward Regional Arterial Fund (\$10 M/Yr.) or \$100 M		
(102% to 110% of ODOT Road Needs)	TOTAL.....	\$495 M
Option II (Minimum State Support)		
ODOT Provide - 100% Interstate		\$129 M
- 2/3 Other Highways of Statewide Significance		\$178 M
- 1/2 Other ODOT FAP Arterials		\$23 M
- 0 ODOT FAU Arterials		0
(68% to 72% of ODOT Road Needs)	TOTAL	\$330 M

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Option 3 (Mid-level)

ODOT Provide -	100% Interstate	\$129 M
-	100% Other Highways of Statewide Significance	\$266 M
-	100% Other FAP Arterials	\$45 M
-	0 FAU Arterials	0
(90% to 96% of ODOT Road Needs)		
	TOTAL	\$440 M

Chairman Hollern commented that given the shortage of funds the Department will accept the responsibility for the interstate and the roads of statewide significance and funds will not be spent on arterials. He said the arterials will be maintained but not modernized.

Mr. Spence identified the JPACT Subcommittee process for preparing a legislative package. He outlined the process as follows:

- 1) Under the State funding role, JPACT requests input from the Commission on the State funding responsibility. Also, JPACT requests the State for the level of funding required for regional highways and requests support for a regional gas tax or registration fee.
- 2) Requests input from Commission on State funding responsibility of the Federal-aid Primary and Federal-aid Urban Arterials.
- 3) Requests reaction of 25% local match for light rail transit.

Mr. Spence said that JPACT will seek input from the Business Committee and Public-Private Task Force on the 10-year priorities and then seek the Commission's input regarding State vs. regional funding responsibility. He said JPACT has requested that this be coordinated with the Association of Oregon Counties, League of Oregon Cities, and legislative committees to come up with a legislative package.

Mr. Spence said JPACT has prepared the following issues for the Commission:

(Continued on next page)

- 1) Does the Commission agree with the Region's priorities?
- 2) Does the Commission agree with the technical aspects such as costs?
- 3) What is the Commission's best estimate of the funding level available for participation in the Region's 10-Year Program?
- 4) Is the Commission willing to become a partner at the legislature to increase funds for both the ODOT Program and Regional Program?
- 5) How does this process tie into the ODOT/LOC/AOC Highway Financial Study and the Governor's position on additional transportation funding?

Mr. Spence outlined other basic funding issues as follows:

BASIC FUNDING ISSUES

- I. MSD Ten Year Costs Underestimated
 - MSD Ten Year Costs are based upon expected funds identified in the current Six Year Program. At least \$35 million in FAI has been delayed.
 - Ten Year Costs not inflated over ten-year period
 - Some project costs appear greatly underestimated
 - Some projects not complete, such as interchanges needing auxiliary lanes to function properly
- II. Some Revenue Projections May Be Overestimated
 - Federal revenue based upon 100% obligational authority being available over ten-year period
- III. Role of Private Sector in Funding Is Not Identified
- IV. Road Jurisdiction Issue Is Not Discussed
- V. What Are The Funding Possibilities Through Federal Discretionary Efforts? How Do We Identify Regional/State Priorities?
- VI. What Is The State's Role In Matching Routine Transit Capital and Operations In The Region?
- VII. What Is The Benefit Of LRT To The State That Supports State Match?

Vice Chairman Whitty requested copies of the wall charts.

There was discussion concerning the demonstration projects.

The workshop recessed at 3 p.m., and reconvened at 3:15 p.m.

Cam Gilmour discussed with the Commission the 1989-1994 Six-Year Highway Improvement Program. His comments concerning the Program are summarized as follows:

- 1) Discussions have been held on the level of funding, size of the developmental section, identification of projects in the Access Oregon Highways Program, and specific revisions to the Preliminary Program.
- 2) Region Engineers have made recommendations for specific projects.
- 3) The Preliminary Program did not include discretionary interstate/bridge funds. There will be about \$30 million for three projects in the Portland area and \$12 million for highway bridge replacement of the South Slough Charleston Bridge Project.

Mr. Gilmour discussed charts that contained information on estimated Federal Funds available in the amount of \$628.3 million and the estimated State Funds available in the amount of \$275.4 million for the Proposed Program. (See written document in Commission's files, Salem.)

In response to Chairman Hollern's question, Mr. Adams said \$7½ million is spent on preservation and \$7½ million is spent on maintenance.

Mr. Gilmour said the Region Engineers were concerned about being responsive as to what was requested at the public meetings. He reviewed charts which contained information as to the amount of projects advanced, removed, delayed, or new projects. He also displayed a chart that compared by dollar the Preliminary and Proposed Programs by the construction and development sections.

Mr. Gilmour said the goals of Access Oregon Highway Programs are:

- 1) Focus dollars to make a noticeable impact on highways by improving capacity and reducing travel time.
- 2) Corridor studies will identify very substandard sections and passing lane needs.

Mr. Gilmour handed the Commission the Proposed Six-Year Highway Improvement Program and a mark-up of the Preliminary Program in which the projects were marked as "advanced, delayed, added, or removed". (Copy in Commission's files, Salem.) He specifically referred to the section in the Program, which contained the seven Access Oregon Highways. He said the Program is prepared as two-thirds modernization and one-third preservation, maintenance, and operations. He also mentioned the Program covers available revenue by year, contracting up to that amount of availability, and allocation of funds for the Immediate Opportunity Fund.

There was considerable discussion concerning the remaining cash balance of \$93 million and the scheduling of projects in the Program for Access Oregon Highways, modernization, preservation, and maintenance.

From the discussion, Mr. Gilmour said he would increase the \$137 million Access Oregon Highways Program. The Commission indicated that the Coquille Project should be added and if specific projects are not identified, then funds be earmarked under the category: "Assigned for Access Oregon Projects". These funds could be allocated once corridor studies are finished and projects are identified. The Region Engineers were instructed to put together a list of projects (passing lanes and small projects) and a commitment to contract the first three years.

There was discussion concerning the schedule for release of the Program. It was decided to delay the schedule one month in order to allow time to study the cash flow issue and to prepare the list of projects to be added to the Program. The schedule would then be:

May	Return to Commission with an increase of projects in the Program.
June	Distribute Proposed Program.
July	Public comments.
August	Adopt Program.
September	Print and distribute.

Chairman Hollern asked the Commission members to review the Program, which had been handed to them, and if they had any specific thoughts to contact Mr. Gilmour.

Mr. Potter said Cindy Carter, Assistant Attorney General, would attend the formal meeting to brief the Commission on the Alsea Bay Bridge contract situation.

Mr. Bothman explained that under Senate Bill 900 the Department conducted a study of the Buena Vista, Wheatland, and Canby Ferries relative to the funding of their operation. He also mentioned that Polk County does not wish to operate the Buena Vista Ferry. There is legislative concern to have the ferries operated. He said that Linda Apple would make a presentation at the formal meeting.

There was some discussion concerning the increases in project authorizations on highway contracts. Mr. Bothman said he had a problem in supporting these increases. He cautioned the Region Engineers that projects should not be overrun. He mentioned another problem is that the funds have already been spent.

There being no further discussion, the workshop adjourned at 4:55 p.m.

The Commission and staff attended a reception at 5:30 p.m., in the Mayor's Blue Room, Portland City Hall. At 7 p.m., the Commission and staff had dinner at Rene's Fifth Avenue, Interstate Bank Tower, 1300 S. W. 5th Avenue, with the City of Portland, Port of Portland, Portland Development Commission, and Tri-Met. City Commissioner Earl Blumenauer commented on the excellent cooperation between the State and the City. Chairman Hollern said it was most important to have a cooperative arrangement with the City, County, Tri-Met, Portland Development Commission, and Port of Portland. He thanked them for their hospitality. The dinner concluded at 9 p.m.

At 7 a.m., April 19, 1988, the Commission received a briefing at the meeting of the Public/Private Task Force on Transit Finance held in the Portland Building, Room C, 1120 S. W. Fifth Avenue, Portland. The Commission was briefed on case studies around the country where the private sector has participated in the funding of transit projects.

On April 19, 1988, the Oregon Transportation Commission held its regular monthly meeting in the Willamette Conference Center, 25 S. W. Salmon Street, Portland, beginning at 9 a.m. Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State. Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Robert F. Duvall, Member
Cynthia J. Ford, Member
Robert N. Bothman, Director of Transportation
Gary Potter, Director of Administration
John Elliott, Special Assistant to the Director, Office of Public Affairs
Joe Christian, Director of Financial Management
Cynthia Carter, Assistant Attorney General
David P. Moomaw, Administrator of Motor Vehicles Division
David Talbot, Administrator of Parks and Recreation Division
Paul Burket, Administrator of Aeronautics Division
Dennis Moore, Administrator of Public Transit Division
Don Adams, Deputy State Highway Engineer
Rick Kuehn, Region 1 Engineer
Dale Wilken, Division Administrator, Federal Highway Administration
Fran Neavoll, Commission Services

There were other staff person present, including members of the news media.

Chairman Hollern called the meeting to order and stated that Commissioner Bolender was out of town continuing his work on the merger of Utah Power and Pacific Power and Light.

Commissioner Duvall moved for approval of the following items on the consent calendar. The motion carried unanimously by the Commission.

- 1) Minutes of the meetings of March 14 and 15, 1988.
- 2) Adopted resolution declaring necessity of certain real property for public purposes and authorizing condemnation. ("Real Property Condemnation Resolution No. 2797".)

(Continued on next page)

- 3) Transferred a 75-acre parcel of land, known as the Dorris Ranch, along the Willamette River in Lane County to the Willamalane Park and Recreation District. Transfer would be a gratis conveyance for public park and recreation purposes.
- 4) Continued the Transportation Research Board's Research Correlation Service at a cost of \$50,900 from July 1, 1988, to June 30, 1989. (Authorized State Highway Engineer to sign agreement.)
- 5) Agreement with City of Eugene covering a demonstration project for preliminary engineering of the Ferry Street Bridge in Eugene. (Authorized State Highway Engineer to sign agreement.)

This preliminary engineering project was approved as a Demonstration and Priority Project in Subsection 113 of the Surface Transportation and Uniform Relocation Assistance Act of 1987. The Act assigns \$400,000 a year to the project for five consecutive years. The City agrees to allocate \$100,000 a year for five years and to pay for any project costs above the Federally funded \$2,500,000 total.

The State will process Federal payments to the City and assign a project monitor to assure design compliance to State and Federal standards.

- 6) Adopted the resurfacing, rehabilitation, and restoration (3R) Geometric Design Criteria dated March 18, 1988. (Copy of criteria in Commission files, Salem.)

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission files in Salem.)

Chairman of Commission
 Director of Transportation
 State Highway Engineer
 Right of Way Manager
 Parks Administrator
 Aeronautics Administrator
 Public Transit Administrator
 Highway Controller

Exhibit A
 Exhibit B
 Exhibit C
 Exhibit D
 Exhibit E
 Exhibit F
 Exhibit G
 Exhibit H

The Commission unanimously confirmed their next meeting date of May 17, 1988, in Salem at 9 a.m., with a dinner the preceding evening. Mr. Bothman also mentioned the Futures Forum to be held May 6, 1988, in Portland. The Commission also scheduled workshops beginning at noon on May 16 as a follow-up to the Futures Conference, budget, and Six-Year Program.

The Commission tentatively set the following meeting in Bend on June 20 (tour, lunch, and dinner) and June 21 (formal).

Mr. Christian gave an update on the progress in correcting problems with the automated accounting system, STARS. He said excellent progress has been made by Price Waterhouse and the Department staff. He recalled that the goals in the first phase of the project were to simplify and stabilize the system. He said that it is expected to produce good data consistently by the end of June. Because of the improvements that have been made and planned in the near future, the accounting staff may be reduced by about 40 positions. There will be an attempt to reassign the staff to other positions within the Department. It is expected eventually as a result of this project a cost reduction from \$1 million to \$2 million per biennium. He said the Project Committee has agreed that Phases 2 and 3 should be completed and a recommendation for a contract will be brought back to the Commission in May.

Mr. Elliott presented to the Commission the new Highway Atlas published in commemoration of the 75th Anniversary of the Highway Division and the new traditional folded highway map. He told the Commission that the atlas has about three times as much information as the folded map. It contains information such as: maps of cities (with populations exceeding 10,000 or locations at major state entry points) showing major arterials and public facilities, listing of major scenic and recreation areas, information on scenic drives and major historic sites, and safety motorist rules. He said the cost for one-half million copies of the atlas and updated flat map was about \$120,000. Both publications will be available to the public at no charge. (Copy of atlas and updated map in Commission's files, Salem.)

Lisa Flansberg, Coordinator for National Transportation Week, advised the Commission of events planned for National Transportation Week to be held on May 15-21, 1988. Displays will be at malls in Portland, Salem, Klamath Falls, Roseburg, and La Grande promoting transportation-related services. She invited the Commissioners to attend a Picnic in the Mall on May 17. Lifesavers will be recognized and the Jackson Scholars will be announced on that day. Other events planned are a photo contest, car rally, fun run/walk, covered bridge tour, and drug-awareness classes presented by the Motor Vehicles Division to Judson Middle School students.

Victor Dodier, Program Manager, stated that the Public Transit Division has reviewed their funding for the Small City and Rural Area Program and can now recommend an additional \$333,000 capital assistance. Of that total, \$266,400 (80%) is Federal funds and the remaining \$66,600 (20%) is to be provided by Stripper Well Funds. He said \$333,000 can fund the first three projects shown below and recommends the Commission approve all the projects shown for funding. The Division will accumulate funds as approved projects are completed under budget or are withdrawn. He said the Division will use this "recycled" money to fund projects further down the list according to their rank. Commissioner Ford moved for approval of the following actions and the motion carried unanimously by the Commission:

- 1) Approved the following Small City and Rural Area Capital Assistance Projects:

Small City and Rural Area Capital Assistance Program

Applicant	Project	Score	Amount	Cum. Total
1. Basin Transit Service	2 more buses (BTS receives 6)	395.0	\$300,000	\$300,000
2. Yamhill County	1 Replacement paratransit bus	344.4	\$28,000	\$328,000
3. Hood River County	Office equipment	317.5	\$2,500	\$330,500
-----\$333,000 Capital assistance money available-----				
4. Columbia County	4 Vans (COLCO receives 8)	297.5	\$65,000	\$395,500
5. Albany	1 Back-up bus	255.0	\$100,000	\$495,500
6. Albany	3 Rebuilt engines	240.6	\$15,600	\$511,100
7. Woodburn	1 Paratransit bus	240.0	\$60,000	\$571,100
8. Woodburn	1 Maintenance facility design	210.6	\$15,000	\$586,100
9. Woodburn	1 Paratransit bus (21-passenger)	182.5	\$40,000	\$626,100
10. Yamhill County	1 Expansion paratransit bus	151.9	\$28,000	\$654,100

- 2) Authorized the Division to apply to the U. S. Department of Energy and the U. S. District Court for the District of Kansas for Stripper Well Funds needed to meet local match requirements.
- 3) Authorized the Division Administrator to execute grant agreements with local governments for both Federal and Stripper Well local match funds.

April 19, 1988

Mr. Moomaw reported that funding was provided in the budget to improve customer service by opening up eight offices around the State. Six of those were planned to be express offices; three have been opened in Mall 205, the Lloyd Center, and the Beaverton Mall. Express offices are planned in Salem, Eugene, and Medford. Full service offices will open in Redmond and Sutherlin later this year. He said the primary objectives are to provide convenient locations for the customers, to provide service at hours other than 8 to 5, to provide service for simple transactions only, and to relieve some of the workload and overcrowding in the existing full service offices in those areas. He stated that the three offices in the Portland area averaged \$50,000 in monthly business during March and are expected to increase to \$75,000.

Mr. Moore recalled that an appeal was filed with the U. S. Department of Energy over its original finding that disallowed the use of oil overcharge funds in the Lane Transit District Maintenance Facility Project. Following discussions, budget revisions were made that directed Stripper Well Funds to portions of the project which clearly fall within the restrictions established by the court. Portions of the project were also removed which the Energy Department felt were not allowable and this will be funded with the Urban Mass Transportation Administration and local funds only. The revised project was subsequently approved by the U. S. Department of Energy. Mr. Moore requested the following actions:

- 1) Approve the Lane Transit District maintenance facility project.
- 2) Authorize the Division to enter into a grant agreement with the District for expenditure of Stripper Well Funds in the amount of \$877,813.

Vice Chairman Whitty moved for approval of the request. The motion carried unanimously by the Commission.

Ann Snyder recalled that after the Commission approved the design of the new license plate the staff was instructed to work with the designer, Nancy Westman, to change the tree to a shade of green. A Committee was formed of the designer, Graphics Section Manager John Davenport, Public Affairs' office staff, and the State Police to work out the details of the color of the tree. She said the State Police recommended a light shade of green so it would not interfere with the police officer's ability to read the plate's identification numbers and letters. She handed the Commission a sample plate and she explained how the plates were made. The plates will be available at D.M.V. Field Offices by July 1.

Bob True, Parks Division's Region I office, briefed the Commission on some of the activities within the Region, which includes 60 parks and waysides. He discussed the following projects: restoration of the rock walls at Vista House, the various activities in the Columbia Gorge, the McIver Park campground remaining open during the winter months on a trial basis, a study of the old town site at Champoege for possible interpretive development, and completion of a 44-acre campsite loop at Silver Falls.

Mr. Talbot said at the last meeting of the Commission there was a \$1 general camping rate increase for parks. He presented an amendment to the rule to increase by \$1 the advance deposit for club camping reservation fees. This amendment was included with the Notice published in the Secretary of State's Administrative Rule Bulletin on February 15, 1988. No requests for a hearing were received. Vice Chairman Whitty moved for amendment of the administrative rule (OAR 736-10-110) and the motion carried unanimously by the Commission. (See "State Park Rule No. 43AA" on file in Commission's files, Salem. The permanent rule will be published in the Secretary of State's Administrative Rule Bulletin.)

Mr. Talbot said he would like to remove from the agenda the item to increase the maintenance and operations budget by \$400,000 for facilities repair.

Linda Apple, Economic Services Unit, Highway Planning Section, gave a report on the Willamette River Ferryboat Study (Buena Vista, Wheatland, and Canby Ferries in Clackamas, Marion, Polk, and Yamhill Counties), which was legislatively mandated through Senate Bill 900. The bill directed that the Department evaluate economic and historical importance of ferries and analyze funding options. She said the study consisted of the following: research on history of the three ferryboats, survey of other States, field survey of users, survey of frequent users, and collection of operation and funding information.

Mrs. Apple presented three conclusions:

- 1) Ferryboats primarily benefit areas directly surrounding them; therefore, they are a local transportation issue.
- 2) Transportation needs at all levels of governmental funding outweigh available revenues.
- 3) Ferryboats are not on "Access Oregon Highways".

Mrs. Apple said the recommendations of this study are as follows:

- 1) That the ferryboats remain a local transportation issue.
- 2) That ferryboats should not be funded or operated by the Department. If preserved for their historical value, it should come from the General Fund.

No action was required by the Commission. The report will be presented to the Emergency Board by July 1, 1988. (Copy of report in Commission's files, Salem.)

Mr. Adams requested approval of a contract with Howard Needles Tammen and Bergendoff to perform engineering services during the construction of the Alsea Bay Bridge on the Oregon Coast Highway in Lincoln County at a cost not to exceed \$470,000. The services would include evaluating construction proposals from the contractor, reviewing shop drawings, evaluating pile driving criteria, and responding to questions on design. Commissioner Duvall moved for approval of the contract and the motion carried unanimously by the Commission. The Commission also authorized the State Highway Engineer to sign the contract.

Mr. Adams requested the Commission's approval to increase the total cost of Ben Gerwick's contract to \$100,000 for construction consultation on the Alsea Bay Bridge, Oregon Coast Highway, Lincoln County. He explained that the Commission had approved in January a personal service contract with Mr. Gerwick at an estimated cost of \$40,000. Since then, additional work has been identified that increases the total estimated cost over the three-year period to \$100,000. Commissioner Duvall moved for approval of the increase and the motion carried unanimously by the Commission. The Commission also authorized the State Highway Engineer to sign the necessary contract.

Mr. Adams requested approval of agreements with the Geological Survey of the U. S. Department of the Interior for a study of scour conditions prior to, during, and after construction of the Alsea Bay Bridge, Oregon Coast Highway, Lincoln County. In addition, necessary hydraulic and streambed data will be collected to accurately compute streambed scour depths at pier locations for the new bridge. The total estimated cost is \$110,500. Vice Chairman Whitty moved for approval of the agreements and the motion carried unanimously by the Commission. The Commission also authorized the State Highway Engineer to sign the agreements on their behalf. (Interagency agreement covers the study and another agreement covers the data collection.)

Mr. Adams presented the 1988 Surface Preservation and Maintenance Program. He said these projects will provide surface treatment work consisting of thin overlays, sealing, planing and patching. He explained that these activities are designed to supplement the Federal-aid Overlay Program by improving and/or halting deterioration to selected portions of the highways. The funding is entirely from State highway dollars and is available in the 1987-89 budget. The projects will be let for contract early in the spring of 1988 and all work should be done by the end of 1988. Vice Chairman Whitty moved for approval of the Program and the motion carried unanimously by the Commission. The Commission also authorized the State Highway Engineer to sign the necessary agreements covering the projects.

1988 CONTRACT-STATE SURFACE PRESERVATION AND MAINTENANCE PROGRAM
REGION 1

STATE ROUTE NO.	HIGHWAY	COUNTY	SECTION NAME	BEG M.P.	LENGTH MILES	EST COST (\$1,000)	WORK DESCRIPTION
OR-47 OR-262	Clatsop & Columbia County Preservation Project - 1988 West-Columbia Nehalem	Columbia Clatsop & Columbia	West Creek - West MP 35.8 - Birkenfeld	5.95 35.80	10.44 (5.94) (4.50)	430 (230) (200)	Overlay Thin AC O'lay Cold Mix O'lay
OR-99E	Pacific East	Clackamas	Clackamette Road - Hedges St	11.50	1.94	430	Plug/Patch/O'lay
GENERAL SERVICES CONTRACT							
OR-212	Clackamas	Clackamas	Forest Boundary - Bull Cr	23.90	22.70	230	Int. Mach. Patch
OR-35	Mt Hood	Hood River	Neal Creek Rd - Jct Odell Hwy	95.20	1.10	200	Int. Mach. Patch

REGION 1 TOTAL = \$1,290

1988 CONTRACT-STATE SURFACE PRESERVATION AND MAINTENANCE PROGRAM
REGION 2

STATE ROUTE NO.	HIGHWAY	COUNTY	SECTION NAME	BEG M.P.	LENGTH MILES	EST COST (\$1,000)	WORK DESCRIPTION
-	Fort Stephens	Clatsop	16th St - BWR (Warrenton)	1.60	1.50	210	2" Overlay
-	North Santiam	Marion	Detroit - Idanha	49.70	3.30	415	2" Overlay
OR-22	Tualatin Valley	Yamhill	Wapato Road - Yamhill HCL	30.80	3.20	315	2" Overlay
OR-47	Oregon Coast	Lincoln	Big Creek - Yachats	160.15	3.20	425	2" Overlay
US-101	Oregon Coast	Lincoln	35th St - Kernville	116.85	2.85	545	2" Overlay

REGION 2 TOTAL = \$1,910

1988 CONTRACT-STATE SURFACE PRESERVATION AND MAINTENANCE PROGRAM
REGION 3

STATE ROUTE NO.	HIGHWAY	COUNTY	SECTION NAME	BEG M.P.	LENGTH MILES	EST COST (\$1,000)	WORK DESCRIPTION
---	Springfield-Creswell	Lane	Hendricks Road - Pacific Highway	11.63	2.96	215	Overlay
US-101	Oregon Coast	District 5	Chip Seal - 1988	167.61	21.26	233	Chip Seal
OR-58	Willamette	Lane	Lane County Line - Cape Cr Br	11.00	(10.60)	(117)	Chip Seal
OR-99	Goshen-Divide	Lane	Dexter - Minnow Creek	8.71	(5.50)	(60)	Chip Seal
		Lane	Tate Road - Cottage Grove		(5.00)	(56)	Chip Seal
OR-138	North Umpqua	District 6	Overlays - 1988	18.70	7.77	452	Overlay
OR-138	North Umpqua	Douglas	Rabbit Hill Lane - Rock Cr Br	62.00	(3.60)	(202)	Overlay
		Douglas	Fish Creek Road - Big Camas Road		(4.17)	(250)	Overlay
US-101	Oregon Coast	District 7	Overlays - 1988	334.75	5.30	466	Overlay
OR-42	Coos Bay-Roseburg	Curry	Cape Sebastian - Myers Cr Rd	15.15	(2.25)	(216)	Overlay
		Coos	Glen Aiken Cr - Grey Cr		(3.05)	(250)	Overlay
OR-230	Jacksonville	District 8	Overlays - 1988	9.20	9.2	450	Overlay
OR-230	Jacksonville	Josephine	Johnson Cr - Jackson County Line	13.80	(4.60)	(220)	Overlay
OR-230	Jacksonville	Jackson	Jackson Co Line - Ferris Gulch	21.60	(2.20)	(110)	Overlay
		Jackson	Long Gulch - Cameron Road		(2.40)	(120)	Overlay

REGION 3 TOTAL = \$1,016
RESERVE = 124
NET ALLOCATION = \$1,940

(Continued on next page)

1988 CONTRACT-STATE SURFACE PRESERVATION AND MAINTENANCE PROGRAM
REGION 4

STATE ROUTE NO.	HIGHWAY	COUNTY	SECTION NAME	BEG M.P.	LENGTH MILES	EST COST (\$1,000)	WORK DESCRIPTION
US-97	The Dalles/Cel	Deschutes, Klamath, Sherman, Wasco Co Pres Proj - 88			31.18	2,170	Inlay/Recyc/Seal
US-97	The Dalles/Cel	Klamath	Chemult - Spring Cr Mill (2 Units)	262.18	(13.78)	(897)	Inlay
US-97	Sherman	Wasco	Cov Canyon	67.28	(12.88)	(900)	Recycle/Seal
US-97	Century Drive	Sherman	DeMott Hill - Moro	13.48	(4.68)	(152)	Recycle/Seal
--	(Colorado Ave)	Deschutes	Division St - Century Drive (Bond)		(1.58)	(221)	Overlay

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REGION 4 TOTAL = \$2,170

1988 CONTRACT-STATE SURFACE PRESERVATION AND MAINTENANCE PROGRAM
REGION 5

STATE ROUTE NO.	HIGHWAY	COUNTY	SECTION NAME	BEG M.P.	LENGTH MILES	EST COST (\$1,000)	WORK DESCRIPTION
US-20	Central Oregon	Harney	Burns - John Logan Lane	134.28	19.88	1,700	Recycle/Overlay
OR-82	Willows Lake	Willows	Lostine MCL - Trout Creek	54.61	5.56	490	Overlay

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REGION 5 TOTAL = \$ 2,190

=====

STATE CONTRACT TOTAL \$ 9,500

RESERVES AND CONTINGENCIES 500

=====

\$ 10,000

Mr. Adams explained that with the completion of the new Materials Laboratory and the moving of the Materials and Research Section to that facility, the old Materials Laboratory is now unoccupied. He said the Division proposes to remodel this building to use as office space. He requested authority for the State Highway Engineer to secure an architect to review the old Laboratory Building in Salem, make recommendations, and provide a design for its remodeling at an estimated cost of \$100,000. The design process will consider the feasibility of phasing the remodeling over a period of years to spread out the cost of the work. He commented that the Division will work with the Department of General Services to advertise and select the firm to provide these services. Commissioner Duvall moved for approval and the motion carried unanimously. The State Highway Engineer was also authorized by the Commission to sign the necessary contract.

Mr. Adams recalled at the last Commission meeting Sarah Vickerman requested the State's assistance in a signing program to identify the locations of wildlife viewing areas. At that time, the Commission instructed the staff to study the proposal and report back to them with a recommendation. Mr. Adams recommended participating in the program on a cooperative basis, with the Defenders of Wildlife paying for the signs and the Highway Division paying for the installation of signs on State Highways, only. All signing required off of the State Highway System would be the responsibility of the particular local jurisdiction involved. Commissioner Duvall moved for approval of the above recommendation and the following criteria. The motion carried unanimously by the Commission.

(Continued on next page)

Criteria

- 1) Reasonably accessible to the public, by car, foot, and/or boat, or some combination thereof.
- 2) High scenic quality, excluding sewage treatment ponds, dumps, degraded industrial and agricultural land.
- 3) Access to site in public ownership or if private, permission of the landowner for public to use site for wildlife viewing. Viewing wildlife on private land, from public road, can be recommended with explanation that access is not authorized.
- 4) Reasonably reliable viewing opportunities. High probability of seeing animals or birds, at least during specified season.
- 5) Minimal conflicts with other users, i.e., ORVs and other incompatible activities.
- 6) Main attraction - native, free-roaming wildlife species. Sites demonstrating artificial propagation of exotics should generally have natural values as well. For example, bird-watching opportunities at fish hatcheries.
- 7) Adequate parking area is available.
- 8) Sanitary facilities should be provided at areas of expected high use.
- 9) Local road signing must be available to provide direction from the state highway to the viewing area before signs will be installed on the highway.
- 10) The viewing area should be identified so drivers will know when they have arrived and what they should look for in the way of wildlife.

Carol Mitchell, Highway Information Officer, told the Commission of two efforts to keep motorists informed about traffic delays because of summer road construction:

- 1) Beginning May 20, motorists can call a number to hear a taped phone report about construction activity.

(Continued on next page)

- 2) A Statewide map and a Portland area map showing the major construction projects and where traffic delays are likely to occur.

Mr. Adams requested authority to enter into an agreement with the Federal Highway Administration for operation of the Technology Transfer Center for July 1, 1988, through December 31, 1989, at a cost of \$18,750. Commissioner Duvall moved for approval of the agreement and the motion carried unanimously by the Commission. The Commission also authorized the State Highway Engineer to sign the agreement. (Detailed letter to Commission dated April 4, 1988, in Commission's files, Salem.)

Upon recommendation by Mr. Adams, Commissioner Duvall moved for approval of increases in project authorizations on the following contracts:

- 1) Contract No. 10,130, Clatskanie River Bridge (Clatskanie) Section, Park Street, Columbia County, in the amount of \$21,300 (8.7% increase).
- 2) Contract No. 10,497, Elm Street-Alder Street (Sweet Home) Section, 10th Avenue, Linn County, in the amount of \$42,200 (11.6% increase).
- 3) Contract No. 10,526, Spray Slide Section, John Day Highway, Wheeler County, in the amount of \$55,800 (22% increase).
- 4) Contract No. 10,198, McKenzie River-Willamette River Section, Pacific Highway, Lane County, in the amount of \$1,246,900 (6.7% increase).
- 5) Contract No. 10,500, Columbia Blvd. (BNRR) Bridge No. 9685 Section, FAU 9956, N. Columbia Blvd., Multnomah County, in the amount of \$61,500 (18% increase).
- 6) Contract No. 10,378, Clackamette Park-10th Street (Bikepath) Section, Pacific Highway East in Clackamas County, in the amount of \$48,000 (13% increase).
- 7) Contract No. 10,372, Columbia River (Interstate) Bridges Section, Pacific Highway, Multnomah County, in the amount of \$208,000 (6.5% increase).

The motion carried unanimously for approval by the Commission.

Mr. Adams handed the Commission a letter from Don Forbes that commits to imposing tighter controls on the overall process to try to reduce contract overruns. The letter said the State Highway Engineer will be working with the appropriate Region Engineers and the Construction Section staff to design a strategy for reducing construction cost overruns.

Mr. Adams asked the Commission to add the Santiam Interchange Sound Wall Project on the Pacific Highway in Linn County to the current Six-Year Highway Improvement Program at a cost of \$110,000. The local match will be provided by the City. (See minutes of January 20, 1988, for Mrs. Eldon Bragg's presentation requesting the sound barrier.)

SECTION:	Santiam Interchange Sound Wall	
HIGHWAY:	Pacific	
COUNTY:	Linn	
PROGRAM YEAR:	1988	
FUNDING:	I-4R	
	Total Estimated Cost	\$110,000

DISCUSSION: This project will provide a sound wall to minimize noise impacts on adjacent residences in conformance with the Oregon Department of Transportation retrofit policy.

IMPACT: Funding this project reduces the funds available for competing uses.

Commissioner Duvall moved for approval of the project and the motion carried unanimously by the Commission. The Commission authorized the State Highway Engineer to sign the necessary agreement.

Cindy Carter, Assistant Attorney General for the Highway Division, briefed the Commission on the status of the Alsea River Bridge on the Oregon Coast Highway in Lincoln County in which bids were opened on March 3, 1988. She recalled that the Commission took formal action at their last meeting to make a finding it was in the public interests to reject all bids. She said the project is being readvertised for the May 12, 1988, bid opening. She recalled that the March 3 specifications contained five addendums. There was a patent error made by the low bidder; the second low bid contained four problems regarding the information contained in the addendums; and there was a threat of litigation by the third bidder. There were also some problems with the Federal Funding if the project were delayed. She felt that since there was substantial disparity between the bids, it appears there was some confusion among the bidders.

Mrs. Carter said the Highway Division and Justice Department examined the specifications regarding correction of bid errors. It was recommended that the Standard Specifications regarding corrections need to be modified and she said it was her understanding that has been done for the readvertisement.

Mrs. Carter reviewed the various correspondence received from the attorney of the second low bidder, Guy F. Atkinson Company. She said she wished to reaffirm the conclusion that there was ample cause for the Commission to reach the decision that it was in the public's interest to reject the bids and to begin the process again. She also asked that the Commission refer any contact regarding this issue to her as their legal counsel.

Vice Chairman Whitty asked if it was necessary to clarify the record it was the Commission's understanding at the last meeting that it was in the public's interest to reject all bids. Mrs. Carter said that would not be necessary as the records are adequate.

There being no further business to consider, Chairman Hollern adjourned the meeting at 10:27 a.m.

At 10:30 a.m., Rena Cusma, Executive Officer of the Metropolitan Service District, spoke to the Commission and listed the Region's transportation priorities for the next ten years as follows:

- 1) Improvement to I-5 North and South and the Sunset Highway as well as starting on the Western Bypass, the Sunrise Corridor and a new connector from I-84 to US26.
- 2) Light rail transit to Milwaukie, Beaverton and in the I-205 corridor.
- 3) Improvements to city, county and ODOT-owned arterials is necessary to support local growth and access to the freeways.
- 4) Expansion of transit operating funds is needed to provide for light rail feeder service and growth in suburban service.

Ed Lindquist, Clackamas County Commissioner and Chair of the Finance Committee on Metro's Joint Policy Advisory Committee on Transportation (JPACT), stated that the future of the Region's economic growth is driven by transportation. He said the local and the regional jurisdictions of the Portland Metropolitan Area are working toward a recommendation for financing options. He thanked the Commission for their efforts to work to solve this problem.

Steve Dotterer, Chief Planner, City of Portland, spoke concerning the background for the last 10 or 15 years in terms of transportation planning and referred to some of the major projects. He said in terms of transportation, the top goal is the building of a regional light rail system, with priority being on the Westside Light Rail Line. He spoke to the need for access to the industrial and developmental areas as shown on a display map. He discussed the following development areas: Sunset Corridor, Banfield Freeway, Columbia Corridor, Southshore, Airport Way, North Rivergate Area, and the Portland Airport. He mentioned that there has been a discussion of a metropolitan area freeway management system, which would look at ramp metering on the freeways to increase their capacity.

Larry Dully, Director of Development for the Portland Development Commission, discussed the business, employee, and residential growth to downtown Portland. He said they are working with the Department on a plan to identify locations for new parking structures for shoppers, visitors, and old buildings along 5th and 6th Avenues that have no parking. He said all the development in the Region has transportation implications. He discussed the developments underway that have special significance. He felt that the movement of the Eastbank Freeway was not feasible. He said their priorities are the Westside Light Rail, freeway access improvements, RiverPlace/Macadam Corridor, the extension of the transit mall in north downtown, I-5 and I-84 Freeway access to the convention center, direct airport transit connection, the Central Eastside improved freeway access, and access of OMSI. He concluded by saying all these projects play an important part to ensure continued growth in the metropolitan region.

Ron Higbee, Director of Engineering and Project Development for Tri-Met, briefed the Commission on the Banfield Light Rail Project. He provided detailed information and the alignment on the proposed Westside Light Rail Line. He also reviewed a schedule that shows the major activities that will occur during the preliminary engineering. He discussed the funding for the Banfield Light Rail. He said no major funding source has been identified for the Westside Light Rail.

The presentations ended at 11:40 a.m.

The Commission and Executive Staff, along with officials from the City of Portland, Tri-Met, and Portland Development Commission rode light rail (MAX) over to the Lloyd Center Red Lion Motor Inn for lunch.

Following lunch, the Commission heard a briefing from Don Frisbee, Pacific Power and Light, subsidiary of Pacific Development, Inc. Mr. Frisbee spoke to the necessity of accessible highways for the proposed Convention Center and other developments to the area. He discussed strengthening the economy by international trade. He mentioned the proposed development at the Lloyd Center Shopping Center.

Mrs. Ann Sylvester explained the conceptual framework plan. She outlined the streets and highways that need improvement to the circulation concept.

Larry Troyer, Lloyd Properties Project, described the renovation of the Lloyd Center Shopping Center, and Lloyd Lindley, design consultant with Zimmer, Gunzul, and Frasca, showed slides of the proposed Convention Center and general vicinity.

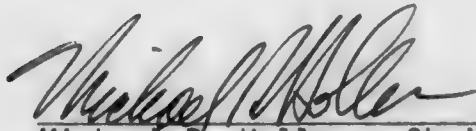
The luncheon concluded at 1:30 p.m.

The Commission, Executive Staff, and officials of the City of Portland, Tri-Met, and Portland Development Commission went to the top of the Lloyd 500 Building to view the proposed convention center and transportation system. A map was handed to the Commission which outlined the transportation network. (Map in Commission's files, Salem.)

By van, the Commission was driven through the Central Eastside and RiverPlace. The Commission was then briefed at RiverPlace Athletic Club by Harriet Sherburne, Cornerstone Columbia Corporation, of the waterfront development. She explained the importance of the freeway system and better access to RiverPlace.

Elaine Howard of the Portland Development Commission, by use of a map, discussed the highways that lead into RiverPlace. Mr. Bothman commented that he felt the answer was not more access roads to and from the freeway due to its full capacity now. He suggested meeting with Rick Kuehn to try and solve the problem.

The briefing adjourned at 3:15 p.m.



Michael P. Hollern, Chairman



John Whitty, Vice Chairman

David F. Bolender, Commissioner



Cynthia J. Ford, Commissioner


Commission Services

Robert F. Duvall, Commissioner

April 19, 1988

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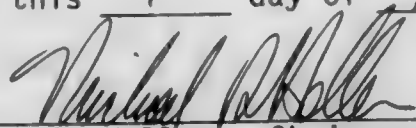
EXHIBIT A
MINUTES OF 4/19/88

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Action Taken Under
Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the action listed below and report this action for your official records:

On February 16, 1988, approved an agreement with the Association of Oregon Counties pertaining to the administration of the Federal Aid Secondary-County (FAS-C) Program in Oregon for the 36 counties. Terms of the agreement cover the procedures and guidelines for selecting, developing, financing and constructing FAS-C projects. (Authorized State Highway Engineer to sign agreement.)

Dated this 4 day of March, 1988


Michael P. Hollern, Chairman
Oregon Transportation Commission

2-25-88

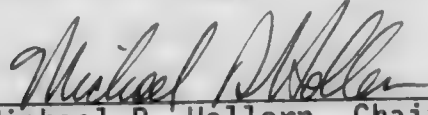
EXHIBIT A
MINUTES OF 4/19/88

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Action Taken Under
Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the action listed below and report this action for your official records:

On February 19, 1988, approved a personal service contract with Gard & Lesh, Inc. to provide radio advertising services for the public hearings on the Six-Year Highway Improvement Program at a cost not to exceed \$9,525. The contract will begin on February 22, 1988, and terminate on March 10, 1988. (Authorized State Highway Engineer to sign agreement.)

Dated this 29 day of February, 1988



Michael P. Hollern, Chairman
Oregon Transportation Commission

2-24-88

EXHIBIT A
MINUTES OF 4/19/88

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed below and report this action for your official records:

- 1) Agreement with the Association of Oregon Counties and the League of Oregon Cities to continue a Local Officials Advisory Committee (LOAC) to act in an advisory capacity to the Department of Transportation (DOT) on state and federal transportation policies, programs and activities, including parks, that affect cities and counties. Terms of the agreement cover not only the purpose, but also membership, objectives, responsibilities of LOAC and DOT, and general provisions, including review on a biennial basis. (Authorize State Highway Engineer to sign agreement.)
- 2) Agreement with the Association of Oregon Counties and the League of Oregon Cities for the Federal Aid Urban (FAU) Program. Terms of the agreement cover the procedures and guidelines for selecting, developing, financing and constructing FAU projects. (Authorize State Highway Engineer to sign agreement.)

Dated this 29 day of February, 1988

Michael P. Hollern
Michael P. Hollern, Chairman
Oregon Transportation Commission

2-24-88

APPROVED
[Signature]
STATE HIGHWAY ENGINEER
Date 2/25/88

EXHIBIT A
MINUTES OF 4/19/88

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project John Day River Bridge
Type of Work Grading, Paving, Structure and Signing F.A. Proj. No. Contract No. 10,561
BRF-F-1(46)
County Clatsop Highway Lower Columbia River
No. of Bidders 5 Low Bidder Tri-State Construction, Inc., Bellevue, WA
Low Bid \$5,338,866.10

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of the FHWA.

2nd Bidder: F. E. Ward, Inc., Vancouver, WA \$5,545,453.40
3rd Bidder: Ross Bros. Construction, Inc., Salem \$5,644,522.03

No. 2 Project Scholfield and Reinhart Bridge
Type of Work Maintenance Painting F.A. Proj. No. Contract No. 10,562
State
County Douglas & Curry Highway Oregon Coast
No. of Bidders 3 Low Bidder A-1 Sandblasting & Steam Cleaning Co.,
Portland
Low Bid \$ 139,999.99

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: B-G Paint Co., Inc., Puyallup, WA \$ 161,395.00
3rd Bidder: Robert McMullan & Son, Inc., San Diego, CA \$ 189,910.00

No. 3 Project Rogue River (Robertson) Bridge
Type of Work Maintenance Painting F.A. Proj. No. Contract No. 10,563
State
County Josephine Highway Rogue River Loop
No. of Bidders 5 Low Bidder Great Western Coatings, Inc., Vancouver, WA
Low Bid \$ 112,509.60

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: B-G Paint Co., Inc., Puyallup, WA \$ 143,805.00
3rd Bidder: A-1 Sandblasting & Steam Cleaning Co., Portland \$ 144,999.99

EXHIBIT A
MINUTES OF 4/19/88

No. 4 Project Gap Ranch-Riley Section (Unit 2) Contract No. 10,564
Type of Work Grading, Paving & Structure F.A. Proj. No. F-21-4(7)
County Harney Highway Central Oregon
No. of Bidders 6 Low Bidder Tidewater Contractors, Inc., Brookings
Low Bid \$ 293,150.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of the FHWA.

2nd Bidder:	JAL Construction, Inc., Bend	\$ 299,645.50
3rd Bidder:	Weaver Construction Co., LaGrande	\$ 309,427.00

No. 5 Project Siskiyou Pass Advance Warning Sign Contract No. 10,565
Type of Work Advance Warning Signing F.A. Proj. No. IR-5-1(116)16
County Jackson Highway Pacific
No. of Bidders 3 Low Bidder Coral Construction Company, Wilsonville
Low Bid \$ 112,934.00

Engineer's Recommendation: Award to low responsive bidder subject to concurrence of the FHWA.

2nd Bidder:	Eger Construction Co., Ashland	\$ 137,484.00
3rd Bidder:	Steeck Electric Company, Medford	\$ 168,523.60

No. 6 Project Crater Lake Highway-Brownsboro Contract No. 10,566
Type of Work Paving, Guardrail & Fencing F.A. Proj. No. F-36(7)
County Jackson Highway Lake of the Woods
No. of Bidders 3 Low Bidder Bob Angell, Inc., Eastside
Low Bid \$ 1,248,992.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of the FHWA.

2nd Bidder:	Tru-Mix Construction Co. & M. C. Lininger & Sons, AJV, Medford	\$1,292,133.00
3rd Bidder:	Kiewit Pacific Co., Vancouver, WA	\$1,533,300.00

EXHIBIT A
MINUTES OF 4/19/88

No. 7 Project Minnow Creek Road-Black Canyon Section
Type of Work Grading, Paving & Guardrail F.A. Proj. No. Contract No. 10,567
F-29(19)
County Lane Highway Willamette
No. of Bidders 8 Low Bidder Oregon Asphaltic Paving Co., Portland
Low Bid \$1,716,245.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of the FHWA.

2nd Bidder: Morse Bros., Inc., Lebanon	\$1,878,065.81
3rd Bidder: Roy L. Houck Construction, Inc., Salem	\$1,958,197.75

No. 8 Project Oregon Coast Highway at Salishan Drive
Type of Work Traffic Signal Installation F.A. Proj. No. Contract No. 10,568
State
County Lincoln Highway Oregon Coast
No. of Bidders 4 Low Bidder Tigard Electric, Inc., Tigard
Low Bid \$ 51,559.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Schoolhouse R Electrical Construction Co., Ashland	\$ 57,484.00
3rd Bidder: Hamilton Electric, Inc., Eugene	\$ 63,927.30

No. 9 Project Lebanon/Santiam Canal-Sodaville Road
Type of Work Cold Planing & Overlay F.A. Proj. No. Contract No. 10,569
F-21-2(28)
County Linn Highway Santiam
No. of Bidders 7 Low Bidder Morse Bros., Inc., Lebanon
Low Bid \$ 508,888.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of the FHWA.

2nd Bidder: North Santiam Paving Co., Stayton	\$ 511,607.70
3rd Bidder: Roy L. Houck Construction, Inc., Salem	\$ 533,788.00

EXHIBIT A
MINUTES OF 4/19/88


No. 10 Project SE Division Street-SE Schiller Street Section
Type of Work Grading, Paving, Signing, Signals & Landscaping F.A. Proj. No. IX-9713(12) Contract No. 10,570
County Multnomah Highway Cascade Highway North (SE 82nd Avenue)
No. of Bidders 5 Low Bidder Copenhagen Utilities & Construction, Inc., Clackamas
Low Bid \$1,237,526.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to the concurrence of the City of Portland and the FHWA and receipt of deposit by City.

2nd Bidder: Oregon Asphaltic Paving Co., Portland	\$1,349,872.45
3rd Bidder: Lakeside Industries, Bellevue, WA	\$1,352,767.84

On March 4, 1988, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on February 25, 1988, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 1, 4, 6, 7, 9 and 10 if the low bidder fails to meet the requirements for the disadvantaged business enterprises, award will be made to the next lowest responsive bidder pending DBE review and cost justification.

Dated this 15TH day of March, 1988


Michael P. Hollern, Chairman
OREGON TRANSPORTATION COMMISSION

BIDS HAVE BEEN VERIFIED

EXHIBIT B
MINUTES OF 4/19/88

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority


By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved all the actions listed below and report this action for your official records:

- 1) On March 8, 1988, approved an agreement with Chemeketa Community College to conduct a two-day "Quality Circles" workshop for Right of Way staff on March 15 and 16, 1988, at a cost not to exceed \$1,250.
- 2) On March 9, 1988, approved an agreement with Chemeketa Community College to conduct two "Presentation Skills" classes at a cost not to exceed \$2,700. The first class will be held April 6 and 13, 1988, and the second on August 3 and 10, 1988.
- 3) On March 10, 1988, approved a personal service contract with Mid-Willamette Valley Community Action Agency, Inc. to provide child care referral services for the employees of the Department of Transportation in Marion and Polk Counties. This contract covers the period April 1, 1988, through March 31, 1989, at a cost of \$4,185. (Signed by Gary Potter for the Director.)
- 4) On March 14, 1988, approved an intergovernmental service agreement with Portland State University to conduct six 4-hour classes on "Grammar, Spelling and Punctuation" on April 8, 15, 22, 1988, and September 9, 16, 23, 1988, at a cost not to exceed \$2,400.

EXHIBIT B
MINUTES OF 4/19/88

- 5) On March 31, 1988, approved an agreement with Chemeketa Community College to conduct two "Technical Report Writing" classes for a total cost of \$1,900. The first class will be held on May 4-5, 1988, and the second on September 7-8, 1988.

Dated this 8th day of April, 1988


Robert N. Bothman
Director of Transportation

4-6-88

EXHIBIT B
MINUTES OF 4/19/88

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved all the actions listed below and report this action for your official records:

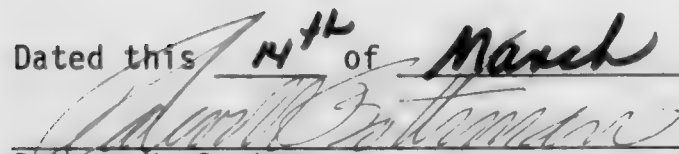
- 1) On February 3, 1988, approved a personal service contract with Focal Point Programs to conduct a "Managing Job Stress" class on March 17, 1988, at a cost of \$1,000 and a "Conflict at Work" class on May 11 and 12, 1988, at a cost of \$2,000. There will be an additional \$12 charge for each student workbook over the class limit of 26.
- 2) On February 3, 1988, approved a personal service contract with Bob Burgee to conduct two "Stylemetric" workshops on March 30 and 31, 1988, and June 1 and 2, 1988, at a cost not to exceed \$2,400.
- 3) On February 4, 1988, approved a personal service contract with Lynn Reer to conduct eight sessions of an "UP WITH ENGLISH" course beginning April 4, 1988, through April 28, 1988, at a total cost of \$800.
- 4) On February 5, 1988, approved an intergovernmental service agreement with Chemeketa Community College to investigate the feasibility of establishing and operating a child care center in the Salem area. The study will be conducted at a cost not to exceed \$2,500 beginning February 16, 1988, with a completion date of May 16, 1988.
- 5) On February 8, 1988, approved a personal service contract with Ruth Johnson to conduct two "Public Contact Skills" classes on May 25-26 and June 6-7, 1988, at a total cost of \$2,350.

EXHIBIT B

MINUTES OF 4/19/88

- 6) On February 12, 1988, approved a personal service contract with Vern W. Allers, "Athletes in Industry" to conduct a stretching program for Park Division employees in Coos Bay. Ten employees will be trained as team leaders at a cost not to exceed \$489. Time period: January 1, 1988, through February 29, 1988.

Dated this 14th of March, 1988


Robert N. Bothman
Director of Transportation

3-7-88

EXHIBIT C
MINUTES OF 4/19/88

QUARTERLY REPORT OF PROPERTY DAMAGE CLAIMS
MADE AND COLLECTED BY STATE HIGHWAY DIV. LEGAL SECTION
Period From 1-1-88 Thru 3-31-88

	No.	Amount
Claims Pending at Beginning of Period	<u>257</u>	<u>\$ 298,452.53</u>
Claims Pending at End of Period	<u>253</u>	<u>\$ 505,760.94</u>
<hr/>		
Money Collected During Period		
Installment Payments	<u>120</u>	<u>\$ 19,289.32</u>
Compromise Payments	<u>3</u>	<u>\$ 40,356.30</u>
Payments in Full	<u>120</u>	<u>\$ 135,941.48</u>
TOTAL		<u>\$ 195,587.10</u>
<hr/>		
Claims Abandoned During Period	<u>24</u>	<u>\$ 12,149.43</u>
<hr/>		
Damage Cases (Actions Filed)	<u>174</u>	<u>\$ 115,056.08</u>
Uncollected Judgments	<u>* -0-</u>	<u>\$ -0-</u>

* Referred to Department of Revenue for collection

EXHIBIT D
MINUTES OF 4/19/88

DATE: APRIL, 1988

TO: OREGON TRANSPORTATION COMMISSION

SUBJECT: REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY

Under delegated authority to the Highway Engineer (Delegation Order No. 23) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Administrative Order No. 33), the following actions were taken:

SALE OF EXCESS PARCELS: (23-43) (Administrative Order No. 33)

MARION COUNTY:

CHEMAWA ROAD-HICKORY ST. SECTION - SALEM PARKWAY:

- 1) File 45010; containing 7.1 acres, m/1.; \$45,500; Approved 3/02/88.

AGREEMENTS: (23-50) (Administrative Order No. 33)

WASHINGTON COUNTY:

SOUTHERN PACIFIC TRANSPORTATION COMPANY:

- 2) Indenture - Widen and upgrade crossing warning devices at or near Reedville; 234th Avenue; City of Hillsboro; ODOT Agrmnt. No. R.R. 1275 Tualatin-Valley Hwy.; Approved 3/25/88.
- 3) Indenture - the right to construct, reconstruct, maintain, and operate a drainage facility on railroad property at or near Reedville (234th Ave.); City of Hillsboro; ODOT Agrmnt. No. R.R. 1275; Approved 3/25/88.

R/W SERVICE AGREEMENTS: (23-45) (Administrative Order No. 33)

COOS COUNTY:

- 4) Agreement for R/W Services #332; C. & A. 8504; with Coos County; E. Fork Coquille River (Weaver Road) Bridge; to perform certain services required by the right-of-way acquisition phases of the project; Approved 5/11/87.

DOUGLAS COUNTY:

- 5) Agreement for R/W Services #333; C. & A. #9385; with Douglas County; to perform those services related to the acquisition of right-of-way for Agency; Barton Road Section (A County Road); Estimated Cost \$6,000; Approved 2/10/88.

EXHIBIT D
MINUTES OF 4/19/88

Report of Actions Taken Under Delegated Authority
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Page Two

R/W SERVICE AGREEMENTS - DOUGLAS COUNTY: (Continued)

- 6) Agreement for R/W Services #334; C. & A. #9402; with Douglas County; to perform those services related to the acquisition of right-of-way for Agency; Roseburg Landfill Expansion; Estimated costs \$12,000; Approved 3/18/88.

JACKSON COUNTY:

- 7) Supplemental Agreement for R/W Services #335; Construction-Finance Agreement #9114; with City of Ashland; N. Main-Oak Street; Hersey Street; Approved 3/18/88.

MARION COUNTY:

- 8) Supplemental Agreement for R/W Services #321; Construction-Finance Agreement #8927; with City of Salem; to perform services in the acquisition phase and other phases preliminary thereto for the Project; Kuebler Blvd.-Cordon Road; S. Commercial to N. Santiam Highway; Estimated Cost \$77,000; Approved 3/14/88.

MULTNOMAH COUNTY:

- 9) Supplemental Agreement for R/W Services #329; C. & A. #9338; with Multnomah County; to expand the scope of the 223rd Ave. Stark to Glisan Section to include two additional parcels on the northside of S.E. Hall Road east of S.E. 242nd Drive. One parcel is at the N.E. corner of the intersection of Hall Rd. and 242nd and is needed to widen and realign the intersection. The other parcel is approximately 700 feet east of 242nd Drive; Approved 3/15/88.

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION: (23-65) (Administrative Order No. 33)

BENTON COUNTY:

WEST HILLS ROAD-GREEN ROAD - CORVALLIS-NEWPORT HIGHWAY:

56882 David A. Kribs \$ 200 App. 3/18/88

CLACKAMAS COUNTY:

S.E. LINWOOD TO S.E. 82ND AVE. - HARMONY ROAD:

56406 Melvin L. Vandermost \$Donation App. 3/23/88

EXHIBIT D
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Page Three

OPTIONS: (Continued)

COLUMBIA COUNTY:

SCAPPOOSE-MULT. CNTY. LINE - COLUMBIA RVR. HWY:

56198	Sybil D. Vose	\$ 3,000 App. 3/08/88
56198	Earl N. Seawright (sign only)	\$ 800 App. 3/11/88
56497	Lanora M. Golphenee	\$ 200 App. 3/08/88

COOS COUNTY:

SOUTH SLOUGH CHARLESTON BRIDGE - CAPE ARAGO:

56773	Robert I. & Lela J. Oerding	\$ 400 App. 3/11/88
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DESCHUTES COUNTY:

REDMOND-BEND, SOUTH UNIT - THE DALLES-CALIFORNIA HIGHWAY:

56966	Felix R. & Edla Marcoulier	\$ 100 App. 3/21/88
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DOUGLAS COUNTY:

CAMAS MOUNTAIN WAYSIDE-MUNS CREEK (MYSTIC CREEK) - COOS BAY-ROSEBURG HWY.:

56026	Richard V. Bristow & Carol J. Bristow	\$ 4,400 App. 3/10/88
56052	Lynn Dale & Freida Lucretia Kirkendall	\$ 3,250 App. 3/10/88
56057	Alanna K. Flood McLean; Mary Moynell Flood Schmidt; Marianne K. Flood Martz; Moyra Michael Flood	\$ 2,075 App. 3/10/88
56058	Diane Gleven	\$ 3,684 App. 3/10/88
56060	Douglas County	\$ 410 App. 3/10/88
56066	Charles F. & Peggy A. Wiley	\$ 575 App. 3/25/88
56067	Charles F. & Peggy A. Wiley	\$ 150 App. 3/10/88
56068	Walter G. & Hildegard Plikat	\$ 150 App. 3/10/88
56069	Erich E. Plikat	\$ 150 App. 3/25/88
56075	Wayne Sherman; Ruby I. Looney	\$ 12,445 App. 3/10/88

EXHIBIT D
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Report of Actions Taken Under Delegated Authority
April, 1988
Page Four

HARNEY COUNTY:

TROUT CREEK (1ST CROSSING) BRIDGE - JOHN DAY-BURNS HIGHWAY:

56942 The Travelers Insurance Company \$ 500 App. 3/08/88

JACKSON COUNTY:

TABLE ROCK ROAD @ VILAS ROAD - TABLE ROCK ROAD:

54592 Joe & Mary Foss (Supplemental - Improvements) \$ 350 App. 3/10/88

JOSEPHINE COUNTY:

SHAN CREEK BRIDGE - ROGUE RIVER LOOP:

55941 W. Frank & Winifred S. Barrows \$ 8,375 App. 3/15/88

KLAMATH COUNTY:

KLAMATH FALLS-MALIN HWY. @ LOWER KLAMATH HWY. - KLAMATH FALLS-MALIN HIGHWAY:

55945 Michael A. Negrevski; John A. Negrevski \$ 23,048 App. 3/15/88

LANE COUNTY:

MCKENZIE HIGHWAY M.P. 14.5 - MCKENZIE HIGHWAY:

56783 Hattie Pearl Linville \$ 1,400 App. 3/10/88

56787 O. Cecil & Lilah E. Johnson \$ 1,900 App. 3/18/88

LINCOLN COUNTY:

ALSEA BAY BRIDGE - OREGON COAST HIGHWAY:

56797 Coker Industries Corporation \$ 9,500 App. 3/02/88
dba Ballard Sign Company
Gary Coker, President (Sign only)

56798 Spectrum Properties, Inc. \$ 100 App. 3/02/88

OREGON COAST HIGHWAY @ SALISHAN DRIVE - OREGON COAST HIGHWAY:

57097 Salishan Lodge, Inc. \$Donation App. 3/25/88

EXHIBIT D
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Report of Actions Taken Under Delegated Authority
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Page Five

MARION COUNTY:

KUEBLER-I-5 INTERCHANGE - KUEBLER BLVD.:

56956	Lucy W. Howze	\$ 350 App. 3/10/88
56957	Terry H. Williams	\$ 850 App. 3/10/88

KUEBLER-I-5 INTERCHANGE - PACIFIC HIGHWAY:

56955	Wesley Kenneth & Gladys Allena Roberts	\$ 41,995 App. 3/02/88
56958	Darrel W. Litchfield & Susan E. Litchfield	\$ 1,675 App. 3/18/88
56959	Jimmy R. & Reva B. Freshner	\$ 1,750 App. 3/18/88

12TH-24TH STREET - MISSION STREET:

55963	Twenty-Second Salem Corp.	\$ 1,300 App. 3/07/88
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WINDSOR ISLAND ROAD-NORTH RIVER ROAD - OLSON RD:

57180	Staats Corporation (Alaska Sand & Gravel)	\$ Gratis App. 3/21/88
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MORROW COUNTY:

RHEA CREEK-HEPPNER - WASCO-HEPPNER HIGHWAY:

51892	Ray A. Gossett (C.P.); Kenny C. & Judy D. Wright (Fee)	\$ 7,760 App. 3/15/88
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MULTNOMAH COUNTY:

S.E. WATERS AVE. RAMP STRUCTURE OF E. MARQUAM INTERCHANGE - PACIFIC HIGHWAY:

52869	City of Portland	\$ 53,000 App. 3/16/88
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WASCO COUNTY:

IDAHO STREET-CARROLL ROAD (MOSIER) - STATE ROAD (COUNTY ROAD):

54992	Edward B. & Lillian P. Dixon	\$ 100 App. 3/21/88
56829	Carl Francis Vallee	\$ 950 App. 2/29/88

EXHIBIT D
MINUTES OF 4/19/88

Report of Actions Taken Under Delegated Authority
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WASHINGTON COUNTY:

ROCK CREEK BLVD.-T.V. HIGHWAY - 185TH AVENUE:

55772	Julian E. Golden (Fee) Albert B. Schlottman; & James A. Schlottman; Kathleen M. Russum (C.P.)	\$ 74,000 App. 3/10/88
55790	Pearl Poulin	\$ 8,900 App. 3/02/88
55804	Janis M. Brabham (Dean)	\$ 9,300 App. 3/08/88
55814) 55854)	Nancy A. Pappas; Anthony & Debra Schoen	\$ 5,500 App. 3/21/88
55841	Robert J. Klug, Franchisee (Improvements)	\$ 1,320 App. 3/21/88
55894	Forest E. Bump; Rosemary J. Bump; Kenneth A. Bump; Ellen P. Bump; Cal-Tal Development, Inc.; Kelly Puziss; Brian Reed Puziss L. & L. Investments, Inc.	\$ 4,300 App. 3/07/88
56250	Roy O. & Caryl L. Weaver	\$ 2,500 App. 3/10/88

S.W. HALL BLVD. @ WASHINGTON SQUARE DRIVE #2 - BEAVERTON-TUALATIN HIGHWAY:

56982	Winmar Pacific, Inc.	\$Donation App. 3/23/88
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WHEELER COUNTY:

BOLOGNA CREEK-GRANT COUNTY LINE - JOHN DAY HIGHWAY:

56945	Charles H. & Eloise C. Hill	\$ 200 App. 3/07/88
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Dated this _____ day of April, 1988

Steven D. Green, Right of Way Manager

EXHIBIT D
MINUTES OF 4/19/88

COM 4

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

MURPHY ROAD-LAVA BUTTE SECTION, THE DALLES-CALIFORNIA HIGHWAY -
DESCHUTES COUNTY

R-56650 - Richard W. Patterson et al. 5,940 square feet for right of way purposes. Offer \$1,190.00.

R-56651 - Dee Roy Stiles et ux. 5,940 square feet for right of way purposes. Offer \$1,190.00.

R-56652 - James Smolich et al. 5,070 square feet for right of way purposes. Offer \$500.00.

R-56661 - Pacificorp et al. 12,860 square feet for right of way purposes. Offer \$1,600.00.

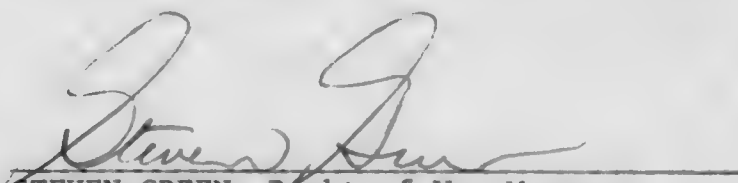
R-56662 - Stephen E. Buck et al. 3,750 square feet for right of way purposes. Offer \$1,100.00.

R-56663 - River Bend Land Company, Oregon Ltd. et al. 17,400 square feet for right of way purposes. Offer \$1,850.00.

WILLIAMSON RIVER-MODOC POINT SECTION, THE DALLES-CALIFORNIA HIGHWAY -
KLAMATH COUNTY

R-55390 - Coralie Nelson et al. Parcel 1: 0.41 acre for right of way purposes. Parcel 2: 660 square feet for right of way purposes. Offer \$8,450.00.

Dated this 26th day of February, 1988.


STEVEN GREEN, Right of Way Manager

RE: Report of Offers Tendered - 7



EXHIBIT E
MINUTES OF 4/19/88

Department of Transportation

PARKS AND RECREATION DIVISION

525 TRADE STREET SE, SALEM, OREGON 97310

TO: Oregon Transportation Commission

FROM: David G. Talbot
State Parks Administrator

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized the State Parks Administrator, or his designate, in an official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith, the Parks Administrator or his designate has approved the following actions and report them for your official records.

On February 22, 1988, renewed a Land Use Permit with Robert Lund for grazing purposes on Willamette River Greenway property, in Lane County.

On February 24, 1988, approved Vernon C. Palmer's request to construct a residence within the Deschutes River Scenic Waterway in Deschutes County.

On February 24, 1988, approved Brent Black's request to place a double-wide mobile home within the Deschutes River Scenic Waterway in Deschutes County.

On March 2, 1988, renewed a Land Use Permit with Robert Wright for grazing purposes on Willamette River Greenway property, in Lane County.

On March 4, 1988, approved Seventh Mountain Gold Village Associates' request for removal of trees within the Upper Deschutes River Scenic Waterway in Deschutes County.

On March 5, 1988, renewed a Land Use Permit with Sam Hauck for farming purposes on Willamette River Greenway property in Clackamas County.

On March 11, 1988, approved Steve Mueller of Crest Development Co.'s request to construct a two-bedroom home within the Clackamas River Scenic Waterway in Clackamas County.

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Oregon Transportation Commission
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On March 14, 1988, approved a Land Use Permit with Mike Itel for grazing purposes at Champoege State Park, in Marion County.

On March 14, 1988, renewed a Land Use Permit with Robert McMillan for grazing purposes at Rooster Rock State Park, in Multnomah County.

On March 21, 1988, approved an Historic Preservation Agreement Amendment with the City of Beaverton, Washington County, for their Design Guidelines.

On March 22, 1988, approved Gilbert Thomason of Galice Resort's request to make an addition to existing building within the Rogue River Scenic Waterway in Josephine County.

On March 22, 1988, approved John Schuldt's request to construct a residence within the Upper Deschutes River Scenic Waterway in Deschutes County.

On March 22, 1988, approved Robert Fraser's request to construct a residence within the Upper Deschutes River Scenic Waterway in Deschutes County.

On March 24, 1988, approved E. Russ McIntosh's request to construct a garage/boathouse facility within the Illinois River Scenic Waterway in Curry County.

On March 24, 1988, approved William and Joan Sloan's request to place an addition and do improvements within the Rogue River Scenic Waterway in Josephine County.

On March 24, 1988, approved Bonnie Norton's request to place a mobile home within the Upper Deschutes River Scenic Waterway in Deschutes County.

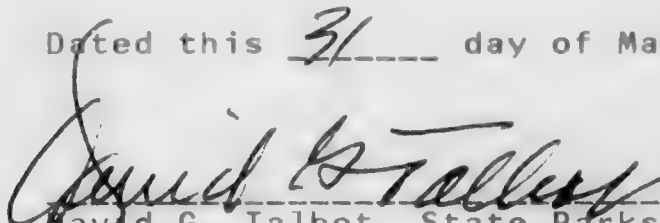
On March 28, 1988, approved Mr. and Mrs. Jack E. Talsma's request to construct a single-family residence within the Upper Deschutes River Scenic Waterway in Deschutes County.

EXHIBIT E
MINUTES OF 4/19/88

Oregon Transportation Commission
March 31, 1988
Page 3

On March 29, 1988, approved Spencer Snow's request to make improvements to a cabin within the Deschutes River Scenic Waterway in Wasco County.

Dated this 31 day of March, 1988


David G. Talbot, State Parks Administrator

DGT/js



EXHIBIT F
MINUTES OF 4/19/88

State of Oregon Aeronautics Division

3040 25th STREET S.E., SALEM, OREGON 97310 PHONE 378-4880

April 4, 1988

MEMO TO: Mike Hollern, Chairman
David F. Bolender
Cynthia Ford
John W. Whitty
Robert F. Duvall
Oregon Transportation Commission

FROM: Paul E. Burket
Aeronautics Administrator

SUBJECT: Agenda Item for April 19, 1988 Commission Meeting
(Actions by Aeronautics Administrator under delegated authority)

The following information report is submitted regarding contractual and real property actions I have taken under the authority delegated to me by the Transportation Commission.

It will appear on the agenda as an information only item.

Contractual Action

1. 11/12/87 Statement of Project Completion No. 3-41-0013-02, FAA, Condon State Airport.
2. 11/19/87 Request for Reimbursement--FAA Project No. 3-41-0000-S2--CASPP IV (\$5,646.47).
3. 11/19/87 Request for Reimbursement--FAA Project No. 3-41-0000-S3--CASPP V (\$7,447.27)
4. 11/19/87 Request for Reimbursement--FAA Project No. 3-41-0000-S4--CASPP VI (\$14,667.51).
5. 11/30/87 Amendment No. 8 to Personal Service Contract No. 3 dated 4/13/83--CASPP IV (Hanley & Associates)(extends ending date from 11/30/87 to 2/29/88)
6. 12/04/87 Preapplication for Federal Assistance, Bandon State Airport, land acquisition, expand and pave apron, overlay runway, remove obstructions (\$271,354 fed/\$30,150 state/\$301,504 total).
7. 12/04/87 Request for Reimbursement, FAA Grant No. 3-41-0068-02--Wasco State Airport land acquisition/Final Payment (95.00).

- 7813 -

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION
A MEMBER OF THE NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

EXHIBIT F
MINUTES OF 4/19/88

Oregon Transportation Commission
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8. 12/16/87 Amendment No. 1 to Personal Services Contract dated 1/12/87--Wasco State Airport (Devco Engineering, Inc.)(Increase contract payment from \$27,140 to \$31,103).
9. 12/23/87 Request for Reimbursement, FAA Grant No. 3-41-0068-03--Wasco State Airport Construction Project (P/P #5 \$40,770.70=98%).
10. 12/23/87 Request for Reimbursement, FAA Grant No. 3-41-0015-01--Cottage Grove State Airport Master Plan (P/P #1 = \$27,481).
11. 12/23/87 Request for Reimbursement, FAA Grant No. 3-41-0004-02--Aurora State Airport Master Plan (P/P #3 = \$23,964.48).
12. 1/5/88 Unicom Use Permit--Cottage Grove State Airport, Jerry Marshall (perpetual).
13. 1/13/88 Memorandum of Agreement "Air Search and Rescue Coordination" Oregon Emergency Management Division.
14. 1/13/88 Personal Services Contract No. P-1-88-V--AIP No. 3-41-0000-S3. (Delivery date 5/31/88--Balance of \$28,501 plus \$3,329 retainage) Marjorie Hanley & Associates.
15. 1/14/88 Personal Services Contract No. P-3-88-VII--AIP No. 3-41-0000-S5 (delivery date January 31, 1989, not to exceed \$86,093) Marjorie Hanley & Associates.
16. 1/14/88 Personal Services Contract No. P-2-88-VI--AIP No. 3-41-0000-S4--Marjorie Hanley & Associates (Delivery date 10/31/88--balance of \$50,558 plus \$1,347 retainage on original contract for \$77,640).
17. 2/17/88 Amendment No. 9 to Personal Service Contract No. 3 dated April 13, 1983--CASPP IV (Marjorie Hanley & Associates)(changes delivery schedule from 2/20/88 to 4/30/88).
18. 3/1/88 Personal Services Contract for Environmental Consultant Services--Independence State Airport, Russ Fetrow phase I (re Zalonis file) (delivery date 4/20/88--not to exceed \$20,000).
19. 3/4/88 Memorandum of Agreement--Lane Community College, Flight Instructor Refresher Clinic (\$4,000).

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Real Property Action

1. 10/16/87 Amendment No. 1 to Noncommercial Hangar Site Lease dated 6/12/85--Cottage Grove State Airport (Ronald F. Byers)(deletes Byers and adds Walter J. Dunden as lessee).
2. 10/27/87 Termination of Farming Lease--Tri-City State Airport dated October 20, 1980 (William Gross).
3. 10/27/87 Amendment No. 2 to Commercial Hangar Site Lease dated 7/9/79, site D--Condon State Airport (sublease to Gary & Kerry Zuber from Snake River Aviation Co.)
4. 10/27/87 Amendment No. 2 to Commercial Hangar Site Lease dated 11/30/78, site E--Condon State Airport (sublease to Gary & Kerry Zuber from Snake River Aviation Co.)
5. 10/30/87 Noncommercial Hangar Site Lease--Lebanon State Airport, Site E-5 (Dennis W. Koch)(expires 6/8/88).
6. 10/30/87 Noncommercial Hangar Site Lease--Cape Blanco State Airport (William E. Nemeth)(expires 10/31/92).
7. 11/19/87 Amendment No. 1 to lease agreement dated 7/9/79--Prospect State Airport (Jim and Alice Ryan)(adds Charles & Victoria Reynolds as "Renters").
8. 11/19/87 Amendment No. 5 to Noncommercial Hangar Site Lease dated 10/10/75--Independence State Airport (W. Lee Schrunck)(reduce size of leasehold at same rate per square foot).
9. 11/24/87 Amendment No. 3 to Commercial Premises Lease dated 5/22/85--Cottage Grove State Airport (Cottage Grove Aviation)(modifies tiedown agreement).
10. 11/24/87 Assignment of Lease dated January 17, 1979--Independence State Airport, Site 2C (Dale Davison)(assigns hangar site lease to Mick A. Wood).
11. 12/22/87 SF-2 GSA dated 11/26/86, U. S. Government Lease No. 57-041H1-8-4810, U. S. Forest Service--Oakridge State Airport (expires 11/25/91).
12. 1/8/88 Lease by Aeronautics of office space--Aurora State Airport (Columbia Aviation)(\$70/mo until terminated by either party).
13. 1/12/88 Commercial Premises Lease--Cottage Grove State Airport (Cottage Grove Aviation)(expires 11/2/92).

EXHIBIT FMINUTES OF 4/19/88

Oregon Transportation Commission
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14. 1/22/88 Ingress/Egress Permit--Aurora State Airport (Marlo Treit, Aurora Ventures dba General Aviation Services, Airport Electronics, Sunair Aviation)(expires 4/30/92).
15. 2/4/88 USFS Lease No. 57-04H1-8-4280--John Day State Airport (Grant County Airport Commission).
16. 2/17/88 Water Well Use Agreement--Wasco State Airport (City of Wasco)(Perpetual subject to 90 day termination notice by either party).
17. 2/23/88 Noncommercial Hangar Site Lease, site 2 -- Oakridge State Airport (Robert Barstad, Wade Harrison, Kenneth Boyce & Warren Griffith)(expires 11/39/89).
18. 2/29/88 Noncommercial Hangar Site Lease, Site 9--Siletz Bay State Airport (Stephen A. & Marcia D. Lovejoy)(expires 1/31/93).
19. 3/3/88 Easement--Cottage Grove State Airport (Emerald People's Utility District)(perpetual).
20. 3/7/88 Amendment No. 2 to Noncommercial Hangar Site Lease dated 3/5/80--Lebanon State Airport (Wallace H. Reed)(increase rental rate from \$.07 to \$.09 per square foot).
21. 3/7/88 Amendment No. 2 to Septic Tank Sewage System Use Permit dated 3/4/85--Lebanon State Airport (Wood Products Machine Erectors, Inc.)(renewal for 1 year-- expires 3/4/89).
22. 3/21/88 Termination of Noncommercial Hangar Site Lease dated 2/12/86--Lebanon State Airport, Site W-6 (Gilbert Morgan).
23. 3/21/88 Amendment No. 2 to Noncommercial Hangar Site Lease dated 12/6/79--Lebanon State Airport (Jack Wright)(increase rental rate from \$.07 to \$.09/square foot).
24. 3/21/88 Termination of Noncommercial Hangar Site Lease dated 10/3/85--Siletz Bay State Airport, Site 7 (James H. Hambleton).
25. 3/21/88 Amendment No. 1 to Noncommercial Hangar Site Lease dated 2/23/88--Oakridge State Airport (Robert Barstad et al).

EXHIBIT F
MINUTES OF 4/19/88

Oregon Transportation Commission
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Page 5

26. 3/21/88 Noncommercial Hangar Site Lease--Cottage Grove State Airport, Site No. 2 (Walter J. Dunden)(expires 6/28/92).
27. 3/22/88 Noncommercial Hangar Site Lease--Lebanon State Airport, Site W-6 (Larry Hagemeister)(expires 2/28/93).
28. 3/28/88 Noncommercial Hangar Site Lease--Siletz Bay State Airport, Site No. 3 (Duane T. Patterson)(expires 10/31/92).
29. 3/29/88 Noncommercial Hangar Site Lease--Chiloquin State Airport, Site 3 (T. R. Hughes)(expires 7/21/92).

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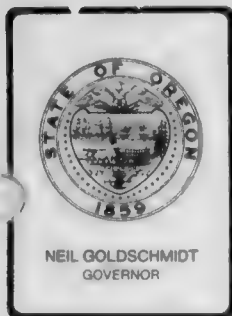


EXHIBIT 6
MINUTES OF 4/19/88

Department of Transportation

PUBLIC TRANSIT DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310 PHONE 378-8201

April 1, 1988

In Reply Refer to
File No.

MEMORANDUM

COM

TO: Oregon Transportation Commission

FROM: Denny Moore, Administrator
Public Transit Division

SUBJECT: Reported Actions Taken Under Delegated Authority

On behalf of the Commission and under the authority delegated to me to approve and sign contracts, I have taken the following actions since my last report:

1. Urban Mass Transportation Administration, Section 9. A federal grant providing capital/operating assistance to urbanized transit systems on a pass-through basis.
 - A. A grant agreement with Salem Area Mass Transit District and Urban Mass Transportation Administration to allow the District to receive \$2,423,515 in federal funds directly. (January 19, 1988)
2. Small City and Rural Area Transit Assistance Program. A federal/state general funded program to provide operating assistance for public transportation service.

		G.F.	F.F.
A. Hood River County	Feb. Jan. 19, 1988	\$ 7,400	\$ 7,300
3. An agreement between Oregon District 4 Council of Governments and Public Transit Division in the amount of \$3,000 to assist in establishing and promoting a rideshare program in the Corvallis-Albany area (March 23, 1988).

- 7818 -

AN EQUAL OPPORTUNITY EMPLOYER

EXHIBIT G
MINUTES OF 4/19/88

Oregon Transportation Commission
April 1, 1988
page two

4. Urban Mass Transportation Administration, Section 16(b)(2). A federal program for capital purchases of vehicles and equipment to be used in transporting elderly and handicapped persons.
 - A. Hood River County Transit (January 4, 1988).
 - B. Equipment transfer from Hood River Sheltered Workshop to Hood River County Transit (February 12, 1988).

DM:ag

cc: Bob Bothman, Director
Department of Transportation

John Elliott, Assistant Director
Intergovernmental and Public Affairs



EXHIBIT H
MINUTES OF 4/19/88

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 11, 1988

In Reply Refer to
File No.:

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report
Action Taken Under Delegated Authority


Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On March 11, 1988, \$5,531,643.51 was distributed to the counties as their share of motor vehicle revenues for the month of February, 1988.

On March 11, 1988, \$3,427,937.56 was distributed to the cities for the month of February, 1988.

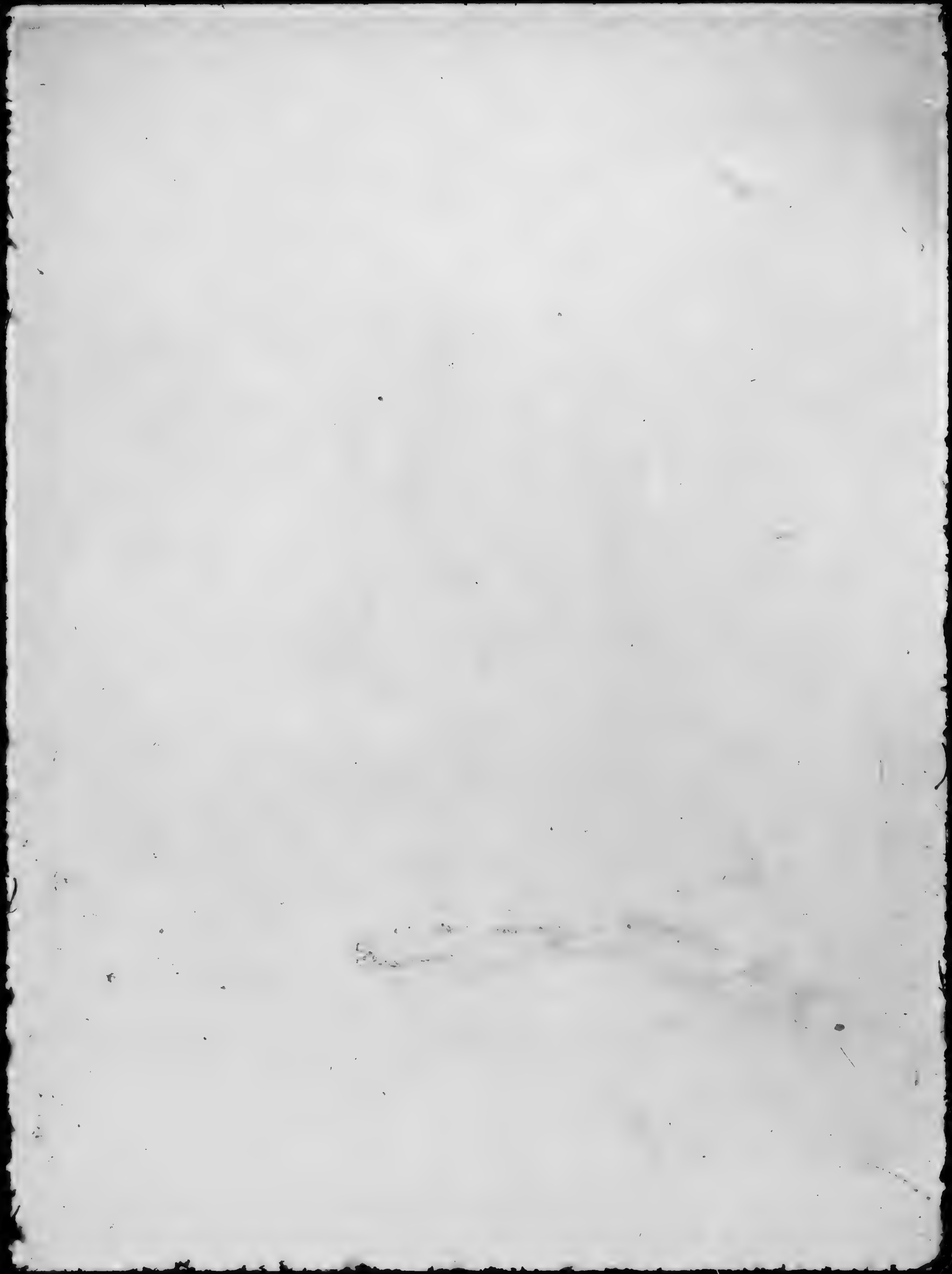
(Lists of apportionments on file in Commission Files, Salem.)

Dated this 11th day of March, 1988.


Douglass R. Goldbach, Controller
Highway Division

Attachments

cc: Bob Bothman
John Elliott



MINUTES
OF
OREGON TRANSPORTATION COMMISSION
FUTURES FORUM
MOVING OREGON INTO THE 21ST CENTURY
MAY 6, 1988

On May 6, 1988, in the John Q. Hammons Trade Center (Columbia Room) at the Airport Holiday Inn in Portland, the Oregon Transportation Commission held a Futures Forum entitled "Moving Oregon Into The 21st Century". (Notice of the Forum had been made by press release to newspapers of local and general circulation throughout the State.) There were approximately 250 attendees consisting of elected officials, State and Federal agencies, Chambers of Commerce, private firms, news media, and public agencies. Also present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Robert F. Duvall, Member
Cynthia J. Ford, Member

(See list of attendees in Commission's files, Salem.)

At 8:30 a.m., Chairman Hollern opened the Forum by welcoming the participants and by introducing the Transportation Commission members. He said the purpose of the Forum was to develop a shared vision of the future in which the most appropriate transportation strategies can be determined for the State.

Chairman Hollern's challenge was to see the future, to dream about the future, and to work toward changing that future in order to answer the question, "What can we do with Oregon's transportation system to bring us closer to the dream?"

Chairman Hollern said in November the Commission chose to develop a long-range transportation strategy. He commented that the strategy should be pro-active rather than reactive and should include all forms of transportation. It should be a multi-modal strategy that sets a course for transit, highways, freight services, and passenger services.

Chairman Hollern explained the process that will result in a new transportation strategy to direct Oregon into the 21st Century.

- 1) The Futures Forum.
- 2) A Commission workshop to discuss the results of the Forum and to determine the key strategic areas on which to focus the planning efforts.
- 3) By June, key strategic areas will have been selected and Ad Hoc Advisory Committees will be organized to study the issues and report back to the Commission with options and recommendations for action.

(Continued on next page)

- 4) In September, a series of joint public meetings with local governments and the private sector will be held around the State.
- 5) By December, a new Oregon Transportation Strategy will be completed that is action-oriented and future-focused.

Mr. Hollern requested that anyone in the audience who had questions or comments to the speakers to fill out a card and the cards would be either read later or the speakers would respond to them. He also asked that everyone fill out a survey questionnaire on the Forum.

Mr. Hollern then introduced the first speaker, Robert Mayer Evans, who is currently a Senior Associate of the Naisbitt Group, to provide a global perspective.

Mr. Evans spoke about the consequences of change. He said changes will be profound, pervasive, permanent, and without precedence. He discussed and summarized the following three categories of change; technology, demographic, and globalization.

TECHNOLOGY: There is an increasing dependence in the American economy on technology change. Some of the technology changes were outlined. One cannot perceive where the coming new age will lead, but the changes will be the greatest since the Industrial Revolution. Change is so rapid that there is not time to deal with it. The raw material economy has become unlinked from the production manufacturing economy, due to the high technology industries, etc. There has been an unlinking between manufacturing productivity and manufacturing employment. One important industry of the future will be robotics. Robots are used now in the areas of medicine, military, research, undersea, and space exploration.

DEMOGRAPHICS: There is an increasing number of women entering the labor market. Statistics of women in the workforce are shown below:

1984	53%
1990	60%
2000	75%

There are as many women (under the age of 35) that have jobs as men (under the age of 35). This is an enormous change in the American society.

There is the continued creation of a large number of small businesses and aging of Americans. In 1984, there were more persons over 65 than there were teenagers. A projection for the future is the feminization of poverty, particularly among the elderly. This is due to the fact that women tend to live longer than men.

GLOBALIZATION: In closing, Mr. Evans gave the following statistics concerning the global economy:

- 1) 40% of all of Japan's exports are destined for the United States.
- 2) 60% of all of South Korea's exports are destined for the United States.
- 3) By 2010, the Asian population in Los Angeles will have increased by one million more people (10%-12% of the population).

Floyd McKay, Administrative Assistant for Communications to Governor Neil Goldschmidt, spoke concerning Oregon's perspective for the future.

Mr. McKay stated that Oregon's future is guided by demographics, economics, and natural resources. He made the following observations:

- 1) The United States' population is moving west and south. Oregon is part of the western movement and Oregon will be a dynamic growth State on the Pacific Rim.
- 2) People are living longer and the population is growing older. He said the elderly tend to move to urban areas that provide adequate health care and an adequate transportation system. As the transportation future is considered, it is important to provide adequate services for the older population.

Mr. McKay discussed four challenges for Oregon as follows:

- 1) Education system - funding stability is needed and inequities between Districts.
- 2) Health care system - many Oregonians have no health care.
- 3) Community safety - crime and corrections.
- 4) Transportation - to plan for a system that recognizes the elderly population needs and to consider changes in demographic, industrial expansion, and international trade.

Mr. McKay also mentioned that it is important that transportation planning be tied to the economic development plan. He said the Governor has stressed that local and State agencies coordinate their efforts and work together for a unified plan.

Mr. McKay concluded by saying that Oregon is a part of the national and increasing international economy; Oregon will be an international player; and State Government will be involved.

The Forum recessed at 10:30 a.m., and reconvened at 10:50 a.m.

Chairman Hollern called on a panel of speakers to provide information and background on passenger and freight trends and transportation technology. The moderator for the panel was Dr. Jeff Luke, Director of the Bureau of Governmental Research and Service and Associate Professor of Planning, Public Policy and Management at the University of Oregon.

Dr. Luke said the Forum was the first step in a planning process to help develop a strategic vision for transportation in Oregon. He said since transportation is one of the two most critical services provided by Government a panel was assembled to focus on the future of transportation.

Alan Pisarski, author of *Commuting in America* and Chairman of the Committee on Transportation Data Requirements and Information Systems of the National Academy of Sciences' Transportation Research Board, spoke regarding passenger transportation.

Mr. Pisarski showed slides during his presentation and spoke concerning commuting (locally and nationally) and intercity travel (national and international).

He said there has been an explosion in commuting due to three major forces of change:

- 1) The "worker boom": In 1950 there were 60 million jobs and by the mid-1980's there were 113 million jobs. These jobs were filled by "baby boomers" and women. Population has not caused the commuting growth; it has been jobs.
- 2) The "suburban commuting boom": Job growth has been mostly in the suburbs. The new pattern in American commuting is suburban to suburban commuting. By the year 2000 about half the U. S. population will live in suburban areas.

(Continued on next page)

Another new trend is the flow between metropolitan areas and the flow from rural areas into suburban job destinations. The flow into suburbs from outside metropolitan areas now exceeds the flow into suburbs from central cities. The growing dominance of suburban areas over central cities is related to large metropolitan areas. The dominance of central cities has been retained most effectively in smaller metropolitan areas, not in the larger ones.

- 3) The "auto commuter boom": Increased availability and use of automobiles. Alternatives to the automobile have been declining due to the shifts in population and auto-oriented markets.

Mr. Pisarski discussed the following trends:

- 1) Increased population in the large metropolitan areas in the south and the west.
- 2) Suburban balance.
- 3) Average trip length.
- 4) System response with a radial world and a circumferential pattern.
- 5) Trends in the use of private vehicles.
- 6) Demographic trends.

Mr. Pisarski said by the year 2000 driver's licenses will be near saturation.

Concerning intercity travel, Mr. Pisarski said aviation travel is growing, including rural and international. Auto travel is still the dominant mode for intercity business travel. He said according to FAA data, the Portland Airport will not be congested until after 1996. He said that aviation is a key to economic development. The effectiveness of an airport is one of the things that will need to be examined closely.

Mr. Pisarski said the demand for high speed rail would be highest for distances between 150 and 300 miles. Most high speed rails are downtown to downtown oriented, while most trips are not.

Mr. Pisarski mentioned that as fast as the growth is domestically worldwide aviation is growing faster. There is a growth rate for the U. S. domestically in aviation of about 7%; the international travel is growing about 16%; and tourists will be increasing more than that. The world aviation travel will double by the year 2000 and double again by 2020. The Pacific Rim market grew by 12%, faster than the rest of the world's international markets.

Leo Donovan, Vice President of Booz, Allen and Hamilton, consultants, by use of slides, spoke regarding freight transportation. He stated that before the 1980's freight transportation was taken for granted in the United States. He felt that the decade of the 1980's should be recorded as the period of enlightenment and operational innovation for freight transport. It was during this time that government and industry realized the significance in the value of improving productivity in the freight transport sector. He mentioned that the transportation sector represents between 17% and 18% of the gross national product.

Mr. Donovan presented a national overview of freight transport and he spoke concerning deregulation of freight. He said the future of railroads is tied to the future of inter-modal freight. He felt that inter-modal freight was the only sector of rail service that was growing.

Mr. Donovan's comments concerning Oregon's freight transportation system are summarized as:

- 1) A State strategy is necessary in order to attract and serve international and inter-modal trade. Oregon was more internationally trade dependent than most other States. Oregon neither has the ports system nor the freight transport infrastructure to substantially increase trade volumes.
- 2) East-west road access in Oregon will not be able to handle increased recreational and industrial demands for the 21st Century. Oregon's ports handled 3% of the international freight handled by the major West Coast ports. Oregon needs to be more effective in developing international trade and should lead the States of Washington and California.
- 3) Continued improvement in productivity will require new developments in technology at ports, terminals, and depots.
- 4) More research needed for freight transport.
- 5) Oregon needs to expand its modest domestic freight industry with increased international trade.
- 6) Oregon needs to develop a more cohesive ports management system.

Mr. Donovan closed by suggesting there is a need for a much clearer and cohesive State policy in existing and potential ports.

William Harris, Professor at Texas A and M University, spoke concerning the future of transportation technology. He described the complexity of bringing an idea into use. He said transportation has been dependent on innovation and new technologies and he discussed the various modes of transportation technologies. He was also concerned with the reduction of funding for transportation research.

The panel was then asked questions by the Commission and the audience.

At 12:35 p.m., Chairman Hollern recessed the Forum for lunch.

A luncheon was held in the Willamette Room of the John Q. Hammons Trade Center at the Airport Holiday Inn. At 1:25 p.m., Jane Cease, State Senator and Chair of the Senate Transportation Committee, introduced Francis Francois, Executive Director of American Association of State Highway and Transportation Officials, who spoke on the politics of transportation.

Mr. Francois began by saying change is something that will continue and he outlined the changes made during the two periods of history: 1888 to 1920 and 1956 to 1988. He then discussed the following changes for the future 32 years (1988 - 2020):

- 1) Demographics
 - a) The aging of America - from the "baby boom" to the "senior citizen boom."
 - b) Social security structure.
 - c) A labor shortage requiring immigration or robots.
 - d) Urbanization.
- 2) Economics - maintaining the United State's share of world economy.
- 3) Superconductivity - holds promise if it can be developed.
- 4) Supercomputers - immense change and more will happen.

Mr. Francois listed the following items that he feels will be on the national agenda from the 1990 to 2020 time period: economy, manufacturing decline, aging society, education, housing, health, infrastructure, environmental issues, and war and peace. He noted that transportation was not in the ranking of items of high policy issues on the national agenda. He feels that the airline industry will continue to expand. He also said that the highway system is vital as 86% of America's movement of personnel is by automobile.

Mr. Francois commented that a trend in the Federal Government in the 1990's will be more regulation but less funds to support the mandate. He felt there will be a major push to reduce Federal matching funds. He said local governments, State, and Federal will have to work together to address the urban transportation congestion problem. He concluded by saying that the political problems, the national agenda, and transportation will interweave with each other.

The luncheon concluded at 2:15 p.m.

At 2:30 p.m., the Forum continued in the Columbia Room with Senator Jane Cease as the moderator for the panel discussion on "Oregon Opportunities".

Roger Bird, Vice President for International Services, WEFA Group, spoke about economic conditions during the next five years.

Mr. Bird displayed a picture of the two deficits of the United States: the current account deficit and the general government deficit. He mentioned that U. S. exports will increase significantly and the Pacific Basin will be the area of greatest export growth.

He discussed energy prices, U. S. interest rates, and the exchange rate. He said the highway programs will have a difficult time if funded with bonds.

In summary, Mr. Bird said the U. S. outlook is fairly good for financial risks and will suffer a downturn in growth rate only in 1990. There will be negative growth in residential construction, slow growth of consumer spending, negative growth of non-residential construction, decline of defense expenditures, and growth in machinery, equipment, and exports. He felt there would be a slow economic growth in 1990 due to a tax increase and rising interest rates.

Mr. William C. Scott, Jr., President of Pacific Development, Inc., spoke regarding development in Oregon.

Mr. Scott outlined the factors that developers consider when making development decisions:

- 1) Will the development be worth more than the cost of land, construction, etc.
- 2) The cost of land and construction.
- 3) Available market and projected job growth.
- 4) Accessibility and availability of services and supplies for the tenants and the developer.

(Continued on next page)

- 5) Buildability. (Approval and/or assistance from local governments.)
- 6) Availability of land for further expansion of planned developments. Potential growth of the market if the product works so success can be repeated.

Mr. Scott then offered the future trends in development as follows:

- 1) The market for retail and office developments may be reaching saturation. Demographic changes may also change the type of housing demands. Retail markets for foreign visitors should be considered.
- 2) There will be a growing market for developments that serve small firms.
- 3) Innovative industrial construction.
- 4) Residential development depends on demographics. Markets for housing will not grow as fast as in the future due to the demographics.

Mr. Scott discussed the opportunities for Oregon:

- 1) Take advantage of the tourism and trade.
- 2) Take advantage of served industrial land that is available in the region.
- 3) Take advantage of housing and business combinations, etc.
- 4) Growth of education and health service industries. (Health care institutions will be developed in the future.)

He closed by saying that Oregon has a geographic economic opportunity because of the fact that Oregon, for the first time in its history, is positioned in the center of the world.

Dr. Ruth Ellen Miller, Futurist, Consultant, and Lecturer, addressed social trends. Her comments are summarized as follows:

- 1) The population concentrates at the entry and exit points of transportation corridors.

(Continued on next page)

- 2) There is a direct relationship between cultures and their demand for transportation services. Culture change tends to follow transportation routes.
- 3) Culture works hard not to change.
- 4) The number of people working at home has increased at an average annual rate of 7.5%.
- 5) Immigrants will come to Oregon to create businesses.
- 6) Continued movement of younger people and older people in the urban areas, while the middle-aged and families will move to suburban and rural areas.
- 7) Southern Oregon's population will increase.
- 8) Major trend forces that will change were discussed.
- 9) Farms of 50 acres or less will increase.
- 10) Oregon is experiencing a shift from the resource-based economy to a manufacturing-based economy.
- 11) There is a need for an east-west grid in the State, particularly in the southern regions, connecting Bend and I-5.
- 12) Transportation planning in the State must include long-range contingency plans for the possible privatization of certain aspects of transportation.

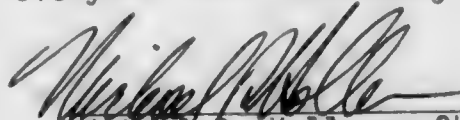
Chairman Hollern asked the panel for advice or changes in the law in order to develop a long-range transportation strategy.

Dr. Miller said it was essential that Coos Bay and Bend tie into I-5. She said there will be a need within the next 20 years for a freeway near the Medford Airport, such as I-205. She also suggested that airports be considered in Oregon's transportation plan.

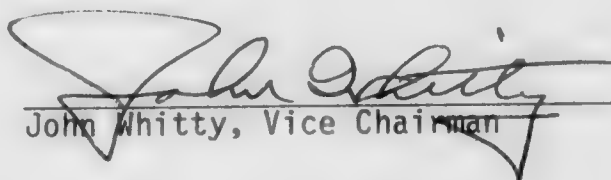
Mr. Scott said integration was the key element to develop a unified export-international trade and tourism program.

Dr. Bird said the Commission should concentrate on international trends, rather than old local issues.

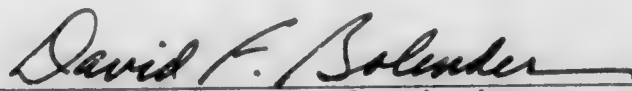
Chairman Hollern closed by saying that a series of meetings will be held in the Fall to discuss alternative transportation strategies and actions. He thanked everyone for attending and the Forum was adjourned at 4:05 p.m.



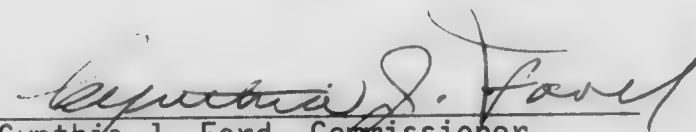
Michael P. Hollern, Chairman



John Whitty, Vice Chairman



David F. Bolender, Commissioner



Cynthia J. Ford, Commissioner



Commission Services



Robert F. Duvall, Commissioner



MINUTES OF
OREGON TRANSPORTATION COMMISSION

WORKSHOPS
DINNER MEETING

MAY 16, 1988

AND

AGENDA REVIEW
FORMAL MEETING
WORKSHOP
LUNCH

MAY 17, 1988

Following lunch on May 16, 1988, the Oregon Transportation Commission held a workshop on the 1989-1991 biennium budget. (Notice of the workshop had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia Ford, Member
Robert N. Bothman, Director of Transportation
Gary Potter, Director of Administration
John Elliott, Special Assistant to the Director, Office
of Public Affairs
Donald E. Forbes, State Highway Engineer
Don Adams, Deputy State Highway Engineer
David P. Moomaw, Administrator of Motor Vehicles Division
Paul Burket, Administrator of Aeronautics Division
Dennis Moore, Administrator of Public Transit Division
David Talbot, Administrator of Parks and Recreation Division
Dale Wilken, Division Administrator, Federal Highway
Administration
Fran Neavoll, Commission Services

There were other staff persons present.

Susan Harchenko, ODOT Budget Officer, said the workshop is a follow-up to the questions raised at the April workshop concerning the budgets of Aeronautics, Central Services, Parks, and Public Transit Divisions. She explained that the Highway Division will present a revised budget proposal and that the Motor Vehicles Division will wait until the June meeting in order to allow more time to develop staffing ideas. (A written document was handed the Commission, a copy of which is in Commission's files, Salem.)

Concerning the Central Services' budget, Mr. Potter recalled discussing a decision package in the amount of \$100,000 for a daycare project. He said there is a pilot daycare project being developed now and the staff is in the process of finalizing the preliminary estimates of cost. He felt that some portion of the project could be implemented this biennium. Chairman Hollern asked for a copy of the daycare plan when available.

Mr. Potter mentioned a budget proposal revision of transferring the Highway Building maintenance fund to Central Services. He said currently Central Services' manages the funding and the Highway Division controls the budget authority. He commented this would be shown in the Central Services' budget as a decision package in the amount of \$1.4 million for a biennium. He said there are two proposed enhancements at \$250,000 each for a new roof and for remodeling of the Transportation Building.

Mr. Burket mentioned the following budget-related legislative concepts that he would discuss at the formal meeting tomorrow:

- 1) Transferring from the Highway Fund to the Aeronautics Fund the unrefunded automotive fuel tax paid on fuel used in operating aircraft engines, subject to a survey to determine the level of fuel usage.
- 2) Eliminating the aircraft and pilot registration programs and increasing in equitable proportions the jet fuel and general aviation gasoline taxes used for other than commercial purposes as non-airline use. He said he had not yet formed the Blue Ribbon Committee to advise the likelihood of support for increased aviation gasoline and jet fuel taxes in exchange for discontinued registration.

Mr. Talbot discussed the budget request for the Parks Division as it applied to the 2010 Plan recommendations:

<u>Decision Package Priority</u>	<u>Description</u>	<u>Amount</u>	<u>2010 Plan Strategies</u>
1	M & O Enhancement	\$1,430,000	Protecting The Investment
5	Rehabilitation-Priority 1	1,740,000	Protecting The Investment
6	Marketing	10,000	Increasing The Return
7	Water Resource Planning	135,000	Protecting The Investment
<u>CAPITAL</u>			
1	Acquisition	885,000	Increasing Our Assets Protecting The Investment
2	Scenic Waterway Defense Fund	150,000	Preserving Our Heritage
4	Deschutes River	122,000	Preserving Our Heritage
5	Yachats 804 Trail	28,000	Increasing Our Assets
6	Handicapped Accessibility	100,000	Protecting the Investment
7	2010 Plan - Phase 1	3,000,000	Increasing Our Assets Preserving Our Heritage
	Total	\$7,600,000	

Mr. Talbot outlined the capital decision package presented at the April 18 workshop that was not included in the 2010 Plan:

DP Priority 3 Columbia Gorge Scenic Highway \$ 570,000

Mr. Talbot said, in response to the Commission's request for a budget that supports the 2010 Plan, the following has been added to the 2010 Plan-Phase 1 decision package:

Park Development \$ 600,000

Willamette Greenway \$ 550,000

\$1,150,000

Mr. Talbot presented the revised 1989-91 rough cut budget request summary as follows:

REVISED 1989-91 ROUGH CUT BUDGET REQUEST SUMMARY

1989-91 Actual Base Budget:	\$ 8,238,000	G	
	30,583,000	O	
	<u>2,258,000</u>	F	
	\$41,079,000		411.27 FTE
Decision Packages:			
1 M & O Enhancement	\$ 715,000	G	
	715,000	O	8.75 FTE
2 Grant-In-Aid	(10,000)	G	
3 Rehabilitation - Priority #1	870,000	G	
	870,000	O	
4 Marketing	10,000	G	
5 Water Resource Planning	135,000	O	1.00 FTE
CAPITAL			
1 Acquisition	446,000	G	
	339,000	O	
	100,000	F	
2 Scenic Waterway Defense Fund	150,000	G	
3 Columbia Gorge Scenic Highway	570,000	F	
4 Deschutes River Development	122,000	O	
5 Yachats 804 Trail	28,000	G	
6 Handicapped Tourism	50,000	G	
	50,000	O	
7 2010 Project - Phase 1	4,150,000	G	
Total Decision Packages	\$ 6,409,000	G	
	2,231,000	O	
	<u>670,000</u>	F	
	\$ 9,310,000		9.75 FTE
Total 1989-91 Request	\$14,647,000	G	
	32,814,000	O	
	<u>2,928,000</u>	F	
	\$50,389,000		421.02 FTE

Mr. Moore said the Public Transit Division budget remains unchanged from the April 18 workshop for a total request of \$13,208,322. He said the data has been reanalyzed concerning the amount of Federal Funds leveraged with State Funds when Federal Funds are matched to purchase buses and facilities. He estimated that the Division would be leveraging about \$1 million additional Federal Funds. He made the following comments:

- 1) This biennium the State will not match all the Federal Funds. Local governments will contribute about \$3.56 million.
- 2) Next biennium it is anticipated that the Federal Government will lower the match ratios (from the current 75%-80% to as low as 50%). As local governments increase their match ratios, together the State leverages about the same Federal Funds.
- 3) In some cases, there are not enough Federal Funds and the 1989-91 proposed budget would match capital grants on a 50% local and 50% State basis.

Mr. Moore reiterated the three legislative concepts as:
1) establishing a transit fund; 2) increase the cigarette tax for elderly and handicapped transportation; and 3) one percent of the new construction of major State buildings for a rideshare program.

Mr. Forbes outlined the following assumptions that have been introduced in the budgeting process for the Highway Division:

BUDGET PREMISE

Increase direct services as a percentage of total revenue, i.e. focus maximum resources on the road.

BUDGET ASSUMPTIONS

- 1) Reduce staffing by 5% through attrition and retirements.
- 2) No increase in non-direct (administrative) costs.
- 3) Maintain project development costs below 10% of construction costs.
- 4) Fund State Surface Preservation Program \$17.5 million annually.
- 5) Expend construction dollars at the rate of revenue generation.
- 6) Maintain a minimum working capital balance.
- 7) Increase private sector expenditures to \$605.5 million.
- 8) Maintain maintenance at 85% of identified need.
- 9) Ensure a geographical distribution of construction projects.
- 10) Install a comprehensive management information system.

Mr. Forbes discussed the following chart:

WORKING CAPITAL		
(In Millions/Billions)		
1989-91 RESOURCES:		
June 30, 1989 Beginning Balance	\$ 112.8	
Revenues	<u>\$1,006.0</u>	
TOTAL		<u>\$1,118.8</u>
1989-91 REQUIREMENTS:		
1989-91 Budget	\$1,058.8	
Reserves (Salary Increases, Special Funds, Cash Flow)	\$ 60.0	
TOTAL		<u>\$1,118.8</u>

Mr. Forbes reviewed the following charts on the wall entitled: a) revenue/expenditures for the 1989-91 proposed budget; b) construction expenditures; and c) maintenance program private sector vs. State. (See written documents in Commission's files, Salem, which were identical to the charts.)

Mr. Forbes outlined the impacts of the budget assumptions as follows:

- 1) An average 2% decrease in staff should yield approximately \$8.8 million.
- 2) Matching contract expenditures with revenue generation should yield an increase of \$92.0 million.
- 3) Reducing the ending fund balance to \$60.0 million should result in \$81.7 million in increased construction.
- 4) Providing State Surface Preservation with \$35 million per biennium will improve the quality of the roads and allow a reduction in maintenance over the long term.

Mr. Forbes said he will come back next month with the details on the budget and he will ask for the Commission's approval at that time.

Mr. Moomaw said he was working on developing a strategy for funding and for staffing levels at the Motor Vehicles Division.

Commissioner Duvall joined the workshop at this time.

Mr. Gilmour recalled the Commission's instructions from the April workshop concerning the Six-Year Highway Improvement Program as follows:

- 1) To increase the contracting with the revenue from House Bill 2112 during 1989, 1990, and 1991; to accelerate work on Access Oregon Highways; and to reduce the highway fund balance at the end of the 1989-91 biennium.

Mr. Gilmour said, as a result of this workshop, the Region Engineers had submitted additional projects that could be contracted in 1989, 1990, and 1991. He said the projects were placed in the following four priority categories:

- 1) Access Oregon Highways projects in the developmental section.
- 2) Passing lane projects on Access Oregon Highways Routes.
- 3) Non-Access Oregon Highways Projects.
- 4) Preservation projects.

Mr. Gilmour handed the Commission a copy of the Program which contained projects funded with House Bill 2112 revenue in the amount of \$137 million in contracts and \$87 million in expenditures. (Copy of Proposed Program in Commission's files, Salem.) He said this increased the contracting proposed from \$47 million to \$137 million. He explained the breakdown as follows:

Preliminary engineering	\$ 9 million
Right-of-way acquisition:	\$ 6 million
Immediate opportunity funds:	\$ 15 million
Total House Bill 2112 expenditures	
in 1989, 1990, 1991:	\$ 116 million
Projected revenue:	\$ 121 million
Balance at end of 1989-91 biennium:	\$ 5 million

Mr. Gilmour said in order to expend the available revenue from HB 2112, including the \$32 million reassigned to modernization projects, some non-Access Oregon Highways Projects and preservation projects were funded. He outlined the following breakdown of the Program:

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\$95 million Access Oregon Highways Projects,
including \$48 million from development section, \$37
million passing lanes and \$10 million preservation.

\$42 million Non-Access Oregon Highways Projects,
including \$38 million in modernization and \$4 million
in preservation.

Mr. Gilmour said one of the key issues was when the projects
would be ready to contract and the amount of the project.

Chairman Hollern asked if there was a spread geographically
among the Regions of the \$137 million. Mr. Gilmour responded as follows:

Region 1	40% of requested projects	\$25 million
Region 2	70% of requested projects	\$41 million
Region 3	41% of requested projects	\$16 million
Region 4	75% of requested projects	\$38 million
Region 5	77% of requested projects	\$16 million

Vice Chairman Whitty expressed concern for the Coquille Reroute
Project. Mr. Gilmour said the Project could not be funded because of
the amount of commitment made in 1989 and 1990. He mentioned there were
not enough funds for the West 11th-Garfield Project in Eugene and the
Coquille Reroute. Mr. Gilmour said the Coquille Reroute would not be
ready to contract until 1991, due to the final environmental impact
statement and right-of-way acquisition. The Commission expressed a desire
to speed up the Coquille Reroute Project, if at all possible.

Mr. Bothman felt that the Program did not meet the intent of
HB 2112 as the projects were not equitably distributed throughout Oregon.

There was discussion on whether to spend the funds as soon as
the projects were available to use up the revenue. By using that
approach, about 70% would be on Access Oregon Highways Projects and 30%
would be on Non-Access Oregon Highways. Mr. Gilmour said that all
identified Access Oregon Highways Projects were funded. The funds
remaining were allocated to Non-Access Oregon Highways.

Mr. Gilmour said if a modest construction program were developed
and if the funds spent in 1989 and 1990 were reduced, the Coquille Reroute
could be included for 1991, but there would be a higher ending balance
of funds.

Vice Chairman Whitty strongly emphasized that he wanted the
Coquille Reroute listed in the Program for 1991. Commissioner Ford agreed
and said the impact of the delay on this project is substantial to the
residents of the area. She also said this project was part of their
regional strategy.

Commissioner Duvall suggested that the Program be marked to
show the changes made in the Program since their previous review.

Chairman Hollern asked the Commission and Region Engineers to
look at the Program and to express their concerns about the projects.

The Commission and Region Engineers discussed the following projects:

Coquille Reroute
Corvallis Bypass
Zigzag-Rhododendron Project

99W-Mary's River to Kiger Island
Two Region 3 Passing Lane Projects
Rock Creek-Anlauf

Central Pt. Interchange in Medford
Pelton Dam Road-Rimrock Ranch
Market Street Interchange (Salem)
Westside Bypass

Newberg-Dundee Project
Corvallis to I-5
Four Region 2
Preservation Projects
Cogswell Hill Slide
Noti-Veneta Project
McKenzie Highway at Millican Drive
McAndrews Extension
Patterson Ferry Interchange
Sunset Highway
Camp Withycombe

Mr. Forbes suggested that the Region Engineers and the Program Section work together and come back to the Commission in June.

Chairman Hollern suggested spending the money wisely even if it is not on Access Oregon Highways, but he said the staff should be able to justify the prioritization to the Commission.

Vice Chairman Whitty said he would prefer not to spend the money on low priority projects, but to leave it for later years to spend on high priority projects.

Mr. Bothman summarized the following points:

- 1) Attempt to accelerate the Access Oregon Highways Projects and to move forward the projects mentioned by the Region Engineers.
- 2) Attempt to increase the number of passing lanes and those "quick fix" jobs in the Access Oregon Highways Program.
- 3) Attempt to "bail out" the Federal Program so a project like the Corvallis Bypass does not lose its priority in the Program.
- 4) Develop right-of-way funding in the developmental section.
- 5) Look at preservation on the Access Oregon Highways, and, in particular, the reconstruction projects on the Access Oregon Highways.
- 6) Spend the money with the above considerations for the justification of the project.

The Commission agreed to the above instructions. The staff will come back to the Commission with a Draft Program. Chairman Hollern asked that the Program be mailed to the Commission a week prior to the meeting.

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Chairman Hollern said he would be speaking to the Portland City Club on May 20 on several financing alternatives to help meet the need for transportation projects in the Portland Metropolitan Region and others around the State.

Mr. Gilmour handed a draft proposal for the immediate opportunity fund to the Commission. (See copy in Commission's files, Salem.) He explained this was a follow-up to Dr. David Forkenbrock's presentation to the Commission on February 15, 1988. The purpose of this Fund is to support specific economic developments in Oregon through the construction or improvement of roads. He said the Fund would be financed at a level of \$5 million per year to a maximum of \$40 million through Fiscal Year 1996. The document contained information on eligibility, criteria and procedures, implementation, and administration. He asked that the Commission review the draft document and it would be presented to them in June or July for their approval.

Mr. Gilmour discussed several points outlined in the Draft Proposal:

- 1) That the maximum amount available for a single project is \$500,000 or 10% of the annual program level.
- 2) That for a project to be eligible there is an actual transportation problem. The fund is restricted to job retention and committed job creation opportunities.
- 3) That there will be a preference for local/private match participation of 50% or more. For an off-system project, the right of way would be made available to the State by the private property owner or local government as a means of expediting the work. The State would contribute 50% of the road construction cost.

Chairman Hollern expressed concern about the \$500,000 and suggested wherever the document refers to "job creation" that the words "job retention" be added.

Commissioner Duvall reiterated that he would like corrections or changes to an original document be indicated either by highlighting or some easily identifiable way.

Vice Chairman Whitty indicated that the local private match of 50% may be too high.

Commissioner Ford expressed concern that the fund be distributed geographically.

The workshop adjourned at 4:05 p.m., and reconvened at 4:45 p.m. at the Prime Rib Riverside Restaurant, 103 Pine, N. E., Salem, with the same persons present. (Notice of the workshop and dinner had been made by press release to newspapers of local and general circulation throughout the State.)

Paul Norris, Manager of the Policy Section, began the workshop by saying that this is a follow-up to the Futures Forum held on May 6, 1988, in Portland entitled "Moving Oregon into the 21st Century". He recalled that the Commission had instructed the staff to develop strategies on investment, communications, personnel, and a long-range transportation plan. He said the Commission has had the direction since 1974 to prepare a long-range transportation plan and it had been approached in various ways over the years. He commented that this time a strategic planning study has been underway. He introduced Dr. Jeff Luke, a consultant hired as a facilitator of the study.

Dr. Luke explained the strategic planning process as follows:

- 1) External scan
 - a) A Futures Forum which was held on May 6, 1988.
- 2) Develop a vision
 - a) Provides a framework for action and a sense of direction.
 - b) It grabs people - it has a motivational pull that people can identify, including Governor, legislature, staff and general public.
 - c) Key issues or challenges to achieve the vision.
- 3) Strategic issues and challenges. Identify top five challenges that must be addressed to achieve vision.
- 4) Analysis of issues:
 - a) Internal: Strengths and weaknesses
 - b) External: Opportunities and threats
- 5) Develop a strategic plan for each issue
- 6) Implementation: Requires quality monitoring process.

Mark Ford briefly reviewed ODOT's strategy process which includes futures, partnership, decision, and implementation processes. These processes incorporate the elements presented by Dr. Luke and are intended to develop a strategy with a strong consensus for action.

Mark Ford handed out the questionnaire which was given to the 250 participants of the Futures Forum on May 6 and he then outlined the results from the 126 responses. (See copy in Commission's files, Salem.) He said the conclusions drawn from the Futures Forum were:

- 1) Transportation will not be the number one concern over the next 20 years.
- 2) Major concerns about economic growth and changing population have important implications for transportation.
- 3) Transportation concerns: financing, preservation, congestion and metro needs, freight needs, market access, economic growth, and only with respect to highways does there appear to be a strong consensus about a particular mode.

Paul Norris had on display maps of the State Highway System dated 1918, which showed the trolley system, rail passenger system, etc.

Dr. Luke then divided the Commission and staff into two groups to compile ideas generated from the following question:

It is the year 2010. You walk into your office and see bold headlines in either the Portland Oregonian or the Wall Street Journal stating, "Oregon: A Superior Place for Community and Business; Transportation Plan Contributes to Two Decades of Progress." What would you expect to see in that article? What key factors would contribute to that success story?

The two groups then incorporated into one list about 35 of the ideas or thoughts.

Dr. Luke then instructed the Commission and staff to select the five key transportation challenges that the State must address in achieving the Year 2010 vision.

The Commission and staff then voted on the five key transportation challenges. After dinner, the results were tabulated and are listed below:

- 1) Implement optimum funding plan; sell/convince legislature and public of necessary transportation funding.
- 2) Optimize multi-modal plan utilizing the differing sources of revenue.

(Continued on next page)

- 3) Synthesize land use planning and transportation planning to fulfill economic and recreational needs with reduced transportation requirements.
- 4) Ensure adequate transportation facilities to attract Pacific Rim trade.
- 5) Build in quality of life into planning of transportation strategies.
- 6) Improve efficiency and productivity of ODOT to better use public funds.
- 7) Maintain and enhance built-in flexibility to respond to changing circumstances: e.g. user needs, energy cycles, economic changes.
- 8) Raise the visibility of transportation needs in relation to other services such as education, health, etc.
- 9) Support economic prosperity and stability of the State.
- 10) Reduce the cost of transportation as a percent of income.
- 11) Educate those who put together plans (ODOT and others) the need for change and the need for sources of information at local level.
- 12) Meet the transportation needs of an aging society.

Dr. Luke said the staff would rework or consolidate the challenges and bring them back to the Commission at their June meeting. The dinner meeting adjourned at 9 p.m.

At 8 a.m., May 17, 1988, the Commission held an agenda review in the Director's Office (Room 135) of the Transportation Building in Salem. Commissioners Hollern, Whitty, and Ford, along with the Executive Staff, were present.

Mr. Bothman outlined the activities of the day, such as the Picnic in the Mall and the Jackson Scholars luncheon.

Bob Royer, Planning Engineer, handed the Commission written information concerning the proposed Patterson Ferry Road Interchange on I-84 in Morrow County. (Copy in Commission's files, Salem.) He recalled that the reconnaissance study was done in 1987. He reviewed the average daily traffic count in 1987 and the predicted traffic count for the year 2015. The conclusions of the study were:

- 1) I-84 will not be adversely affected by Patterson Ferry Interchange.
- 2) All intersections affected by the proposed interchange will operate at acceptable levels of service.
- 3) Distances are more than adequate for signing, merging, diverging, and weaving requirements.
- 4) Benefit Cost Ratio is 1.05.

Mr. Royer suggested establishing a policy with funding requirements for new interchanges on the freeways. He said Morrow County Judge Carlson will appear before the Commission at the formal meeting to discuss this interchange.

The Commission was briefed on the following items that will be discussed at the formal meeting:

- 1) Delegation from Burns regarding Highway 20
- 2) Price Waterhouse consultant contract
- 3) Highway Division cash balance
- 4) Delegation orders
- 5) Forfeiture of WACO bid bond

The Bend Commission meeting in June was also discussed. It was decided to schedule a workshop beginning at 8 a.m. concerning the Six-Year Highway Improvement Program, budgets for Highway and Motor Vehicles Divisions, and immediate opportunity fund. The workshop would conclude at 11:30 a.m. Following lunch in Redmond, the Commission would view a recycling project in Prineville and the tour would conclude at 4:30 p.m.

There was also discussion concerning the July and August meetings. The following schedules were discussed:

July 14 and 15, 1988.

August 16, 1988, 10 a.m., telephone meeting, if possible.

Mr. Bothman asked for the Commission's approval to attend the 14th Australian Road Research Board Conference with the President of AASHTO on August 28 - September 2, 1988, in Australia. The Commission expressed no objections.

The informal meeting adjourned at 8:55 a.m.

On May 17, 1988, the Oregon Transportation Commission held its regular monthly meeting in the Conference Room (122) of the Transportation Building in Salem beginning at 9 a.m. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Robert N. Bothman, Director of Transportation
Gary Potter, Director of Administration
John Elliott, Special Assistant to the Director,
Office of Public Affairs
Joe Christian, Director of Financial Management
Jack Sollis, Chief Counsel
David P. Moomaw, Administrator of Motor Vehicles Division
Larry Jacobson, Deputy Administrator of Parks and Recreation
Division
Paul Burket, Administrator of Aeronautics Division
Dennis Moore, Administrator of Public Transit Division
Donald E. Forbes, State Highway Engineer
Don Adams, Deputy State Highway Engineer
Dale Allen, Region 4 Engineer
Rick Kuehn, Region 1 Engineer
Dale Wilken, Division Administrator, Federal Highway
Administration
Fran Neavoll, Commission Services

There were other staff persons present.

Vice Chairman Whitty moved for approval of the following items on the consent calendar. The motion carried unanimously by the Commission:

(Continued on next page)

- 1) Minutes of the meetings of April 18 and 19, 1988.
- 2) Adopted resolution declaring necessity of certain real property for public purposes and authorizing condemnation. ("Real Property Condemnation Resolution No. 2798" in Commission's files, Salem.)
- 3) Turnkey contract with PAT Equipment Corporation for the installation of two bending plate weigh-in-motion systems at a cost of \$95,480. (Authorized State Highway Engineer to sign contract.)
- 4) Authorized advertising and hiring a consultant for corridor studies on the Access Oregon Highways routes at an estimated cost of \$112,500. (Authorized State Highway Engineer to sign contract.)
- 5) Authorized hiring a consultant to perform testing for hazardous material at the Bethel Danebo landfill site adjacent to West 11th Street-Garfield Street on the Florence-Eugene Highway in Lane County at an estimated cost of \$50,000 to \$100,000. (Authorized State Highway Engineer to sign agreement.)
- 6) Adopted a permanent rule amending the revised standards for Design and Construction of Bikeways. The proposed rule was published in the Administrative Rule Bulletin on April 15, 1988, and no comments or requests for a hearing were received. See "Administrative Rule No. 55b" on file in Commission's files, Salem. The rule will be filed with the Secretary of State and published in their Administrative Rule Bulletin.
- 7) Adopted a temporary rule amending OAR 734-20-005 relating to the Manual on Uniform Traffic Control Devices with Revisions 1, 2, 3 and 4, two Oregon Supplements, and the Oregon State Highway Division Signing and Flagging Standards for the Maintenance and Utility Work Zones.

The temporary rule replaces the out-of-date Standards for Signing and Flagging of Highway Division Road Maintenance Operations with the Oregon Highway Division Signing and Flagging Standards for Maintenance and Utility Work Zones.

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The April 1980 edition of the Work Zone Traffic Control Manual is being deleted entirely. This manual is out of date and its subjects are adequately covered in other publications already included in this rule. The new standards must be included in the rule to allow the use of these standards for the signing and flagging of maintenance and utility operations.

(See "Temporary Administrative Rule No. 1161" in Commission's files, Salem. The rule will be filed with the Secretary of State and published in their Administrative Rule Bulletin.)

8) Maps and adopted resolutions covering the following locations:

- a) Spangler Hill-Mulino Section, Cascade Highway South, Clackamas County. ("Highway Corridor and Design Resolution No. 475" in Commission's files, Salem.)
- b) Timberline Highway-Snowbunny Road Section, Mt. Hood Highway, Clackamas County. ("Highway Corridor and Design Resolution No. 476" in Commission's files, Salem.)

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files in Salem.)

Chairman of Commission
Director of Transportation
State Highway Engineer
Right of Way Manager
Chief Counsel
Highway Controller

Exhibit A
Exhibit B
Exhibit C
Exhibit D
Exhibit E
Exhibit F

The Commission presented Jack Sollis, Chief Counsel, with a plaque expressing their appreciation for his 27 years of service. Mr. Sollis is retiring on May 31, 1988. Attorney General Dave Frohnmayer was present and expressed his thanks for Mr. Sollis' exemplary leadership. He praised Mr. Sollis for his high integrity and stated he was a mentor to other younger attorneys in the Department of Justice. Mr. Sollis stated he has enjoyed working for the Department due to the dedication of the employees. He said there is a feeling of participating in something that is being accomplished for the benefit of the State. He also commended the Commission for their participation in making the best highway and parks system.

The Commission recognized Gary Potter for an award he won from the Consulting Engineers Council of Oregon. Mr. Potter won \$250 which he donated to the Glenn Jackson Scholarship Fund.

The Commission unanimously confirmed their next meeting date of June 21, 1988, in Bend at 9 a.m., with dinners the preceding evenings on June 19 and 20, 1988.

The Commission tentatively set the following meeting dates in Salem on July 15, with a dinner the evening of July 14, 1988.

Mr. Potter recalled that at the March meeting the Commission had made changes to their delegation orders. He explained that after the meeting it was discovered that the Director's authority to approve personal service contracts had not been increased to \$10,000. The orders were then fully reviewed and there was a need for the Oregon Revised Statutes to be modified or deleted, along with other housekeeping changes. Mr. Potter recommended that all previous delegation orders be rescinded and new orders be adopted, after the Commission has had a chance to review them. He said he would come back to the Commission in June and, in the meantime, if there are any comments or questions to let him know.

Mr. Christian reported that the stabilizing of the Department's financial management system (Phase I) is expected to be completed in June. He stated that the old accounting system (STARS) will be converting to a new system called TEAMS (Transportation Electronic Accounting and Management System). As indicated at the April Commission meeting, a request for proposal was issued for Phase 2. One proposal was received from Price Waterhouse, Phase I contractor. He said their proposal is to complete the second phase within about a 12-month period at a maximum cost of \$1,527,220. He recommended that the Commission approve the selection process and he requested authority for the Director to sign the contract. He also requested authority to appear before the Emergency Board to request the necessary funding authorization, if necessary. Vice Chairman Whitty moved for approval of the recommendations as requested by Mr. Christian. The motion carried unanimously. Chairman Hollern complimented all the affected parties of the financial system and the consultant for the work that has been done. He felt the progress that has been made was very substantial.

Mr. Christian stated that the Highway Division has a continuing commitment to maintain a minimum cash balance so that program funds are being efficiently used. He explained that the Division's cash balance needs are determined from forecasts of revenues and program expenditures. Since these are expectations rather than actual numbers, a negative cash balance for short periods of time can occur. He discussed the following options to manage the situation:

- 1) Hold payments for a few days until the operating fund balance is adequate.
- 2) Borrow on a short-term basis from the State Treasury.
- 3) Temporarily use funds from other dedicated accounts, such as the Modernization Fund, to satisfy cash flow needs.

Mr. Christian said the Attorney General's office has indicated that short-term borrowing would be permissible providing the practice is approved by the Commission.

Mr. Christian requested authority to borrow from any of the Department's dedicated highway funds on a short-term basis. He said these transactions would require formal approval by the Director and the lending fund would be compensated with interest payments.

Commissioner Ford moved for approval of Mr. Christian's recommendation and the motion carried unanimously by the Commission.

Mr. Burket addressed the Commission concerning the following Aeronautics Division legislative concepts:

- 1) Eliminate the aircraft and pilot registration programs and increase General Aviation jet fuel and aviation gasoline taxes in an equitable ratio to partially offset the lost registration revenue. Transfer dedicated Search and Rescue Account to the Aeronautics Account which would then reimburse search and rescue expenses, subject to approval of the aviation community.
- 2) Unrefunded automotive fuel tax paid on fuel used in aircraft to be transferred from the Highway Account to the Aeronautics Account. (Amount to be based on survey of users.)
- 3) Revise wording in statutes to be gender neutral. (Change "Airman" to "Pilot".)

Vice Chairman Whitty moved for approval of the concepts as presented. The motion carried unanimously by the Commission.

Mr. Potter announced that at a reception with the Oregon Community Education Association the Department won the "Most Outstanding Partnership in the State" award. He discussed the Department's activities with Judson Middle School in Salem.

Mr. Potter said the Salem-Keizer Chamber of Commerce and the Salem-Keizer School District presented awards in recognition of ODOT's 1987-88 Business Partnership in Education Program with Judson Middle School. He recognized Dave Pritchard, who had won the "Outstanding Education Coordinator" award. In addition, the Department received the "Outstanding Partnership" award.

In the absence of Mr. Talbot, Larry Jacobson reported that the City of Depoe Bay recently requested that the Parks Division consider transferring the building and grounds at Depoe Bay State Park to the City for continued use as a public park. He said the City is interested in providing additional services including keeping the restrooms open longer hours and remodeling to make it accessible for the handicapped. He explained that there would be restrictions in the deed that the property be used for public park and recreation purposes. In addition, the State would retain the right to review plans for structural changes to the building to ensure that the building is maintained for public use. Vice Chairman Whitty moved for transfer of the property and the motion carried unanimously by the Commission.

Don Byard, Planning Section, recalled that the Commission had approved a corridor study on the entire US101. As requested by the Commission, the staff took the following alternatives to public meetings in North Bend, Lincoln City, Gold Beach, and Cannon Beach in order to receive input:

- 1) Status Quo: Improvements to the highway would be evaluated by project basis. The Six-Year Highway Improvement Program process would be used to determine needs and priority.
- 2) Dispersion: Evaluates improvements by their proximity to coastal feeder routes and traffic volumes.

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- 3) Urban/Economic: Improvements are evaluated in relationship to major cities and areas of recognized economic activity along with connections to feeder routes.
- 4) Tourism: Improve access to major scenic and tourist areas.

Mr. Byard said at the meetings specific types of highway improvements were also recommended by the public as follows:

- Better signing
- Vegetation control/selective thinning to open scenic vistas
- Expand definition of scenic zones
- Feeder routes need to be addressed
- Left-right turn refuges at scenic turn-offs and parks
- Better and more bicycle facilities
- More passing lanes
- More vistas and turn-outs at scenic locations
- Protection of scenic areas
- Need coordination with regional strategies

Mr. Byard said based on the testimony received at the meetings an alternative was developed that incorporates the urban/economic and the tourism alternatives. The alternative is named Commerce/Scenic and is defined by the following criteria:

- 1) Maximum Improvement Zones incorporates areas of urban and economic importance.
- 2) Scenic Zones incorporates areas with direct visual access to the ocean or water-related views and vistas.
- 3) Standard Improvement Zones incorporates the remaining sections of the corridor.

Mr. Byard recommended presenting the commerce/scenic strategy to the public in Brookings, Reedsport, Newport, Tillamook, and Seaside. Mr. Bothman suggested that additional meetings be held in locations other than the coast. He mentioned the Cities of Eugene, Medford, Portland, and Salem. (US101 Planning Study dated May 1988 in Commission's Files, Salem.)

Mr. Byard mentioned that the State is also participating with the Land Conservation and Development Department, Lincoln City, Newport, and Lincoln County in a visual management study being performed by a consultant. This study will identify areas and types of visual management, such as vegetation thinning or buffer zones along the corridor within Lincoln County. The consultant will also develop designs for highway parkways within the sections that represent urban, suburban, and rural environments.

Dave Williams, Policy and Planning Section, briefed the Commission as to what is occurring at the Federal level with the US101 Study. He said since this highway runs beyond Oregon's boundary that it may be feasible to consider a concept on a multi-state basis. He is working with Ron Linton, the Department's consultant in Washington, D.C., who has contacted Oregon's congressional delegation. He said John Hassell of Mr. Linton's office will meet with the Commission at their July meeting to discuss the opportunities and costs involved for a multi-state concept.

Rick Kuehn, Region 1 Engineer, introduced Janis Collins, Public Information Officer, who helped produce a video tape that covered the Highway Division's first 75 years. The Commission then viewed the video.

Mr. Forbes explained that WACO, Inc., apparent low bidder for maintenance painting on the Alsea River and north Fork Alsea River Bridges on the Alsea and Alsea-Deadwood Highways in Lincoln and Benton Counties, had returned their contract unsigned due to an error. He said WACO had also bid on another project at the March 24 letting but the bids contained a limiting statement that the contractor would accept only one project. Mr. Forbes recommended forfeiture of the proposal guarantee for the following reasons:

- 1) WACO, Inc. was the low bidder.
- 2) The mistake in the bid price claimed by WACO was not evident in their proposal.
- 3) Prior to awarding the contract to WACO, their representative, Mr. Ronald Cole, was unable to demonstrate proof of the mistake. Mr. Cole thought he must have misestimated the length of the bridges, but had no proof of this error.

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- 4) The mistake claimed by the bidder was neither a patent error or one where conflict existed between a unit price and the corresponding extended amount. Consequently, despite the bid price being 25.5 percent lower than the Engineer's estimate, awarding to the low bidder was appropriate. This decision was made knowing that painting contracts often produce large variances in bid prices.

Ron Cole, WACO, Inc., was present and said his basis for bidding bridges is the cost per square foot. He said he had made an error of 14,000 square feet in the area to be painted and he had not realized what the mistake was until he refigured the bridge. He then informed the State of his error on March 28. He mentioned he was a small company and he would lose his bonding capacity if the bid bond was retained. He said it was an honest mistake and he asked for the Commission's consideration.

Cynthia Carter, Assistant Attorney General, explained that the Department of Justice and case law views a patent error by looking at the information in the bid document and if there was an obvious error. She said it was real clear in this situation that the error was not evident on the document. She mentioned that WACO was not certain where the mistake had been made until he went back to the bridge. She said there was justification for retaining the bid bond in this instance.

Chairman Hollern and Vice Chairman Whitty indicated their sympathy for small businesses but felt the integrity of the bidding process was essential.

After further discussion, Vice Chairman Whitty moved for forfeiture of the bid bond. The motion carried unanimously by the Commission.

Morrow County Judge Louis Carlson appeared concerning the Patterson Ferry Interchange on I-84. He requested that the project be moved from reconnaissance to the construction portion in the Six-Year Highway Improvement Program. He explained that the overpass was constructed in 1967-68 to provide access to the south side of the freeway. At that time, he said, little thought was given to access to I-84. He discussed the dramatic changes that have occurred in the area. (Letter in Commission's files, Salem.)

Debbie Palmer appeared representing Western Alfalfa and Western Empires. She said Western Alfalfa is a major exporter of alfalfa to the Pacific Rim and also market locally-grown corn and wheat. She mentioned that about 85% of the commodities go to Port of Morrow or to the Willamette Valley for market. She said all of this truck movement is via the frontage road or Highway 730. An interchange would divert this traffic to the existing Interstate 84 or to the new interstate leg being completed between Umatilla and I-84.

Ms. Palmer said Western Empires Corporation farms close to 10,000 acres of diversified crops (wine grapes, potatoes, apples, alfalfa, wheat, and corn) in Morrow County. She mentioned that 100% of their harvested crops are also moved to marketplace by truck. She said an interchange at Patterson Ferry would alleviate traffic congestion and would decrease the risk of accidents. She asked for immediate funding of this project as the interchange is important for the economic growth.

State Representative Ray French discussed how the interchange could be a part of the regional strategy concept, which is being implemented by the State of Oregon.

Morrow County Commissioner Jerry Peck presented letters from Port of Morrow County, Department of Fish and Wildlife, Irrigon Rural Fire Protection District, Laughlin Cartrell, Western Empires Corporation, Kent Madison, Irrigon businesses, Irrigon Chamber of Commerce, and the Irrigon Watermelon Festival all supporting the Patterson Ferry Interchange. He said the Morrow County Grain Growers has committed \$1,000; a local farm has committed \$10,000; and Morrow County has committed \$50,000 of FAS Funds to this project. (Copies of letters in Commission's files, Salem.)

Larry Dalrymple, City Manager of Boardman, handed the Commission a letter requesting the acceleration of the project in the Six-Year Program. (Copy of letter in Commission's files, Salem.) He said the interchange should be built on the economic merits and he suggested that the timeframe should coincide with construction of the plant at the Umatilla Army Depot.

Dennis Riesch representing fertilizer companies spoke regarding the need for direct freeway access by their many trucks that now use Highway 730 and the frontage road.

Tony Barnhart, Manager of the East Central Organization of Counties, showed a video of the developments that are occurring at and around the proposed interchange.

Chairman Hollern advised the delegation that this project would be financed mostly by Federal Funds and there is a significant reduction in the Interstate funding category. He said the project has been approved by the Federal Government for inclusion on the Interstate. He stated that the Commission supports the project but the question is the priority ranking of the Patterson Ferry Interchange with all the other potential freeway projects statewide.

Steven E. Grasty of Burns, along with a large delegation, requested that the Commission reconsider its previous decision to remove US20 from Nyssa to Sisters as an Access Oregon Highways Route. He presented approximately 100 letters and petitions with about 500 signatures in support of Highway 20 as an Access Oregon Highways Route. (Letters and petitions in Commission's files, Salem.) He discussed the following issues:

- 1) Highway 20 is the primary east-west highway, other than I-84.
- 2) Criteria for selection of Access Oregon Highways
- 3) Tourist opportunities for Highway 20
- 4) Trucking use of Highway 20
- 5) Projects deferred in the Program
- 6) The scenic value of Highway 20

Mr. Grasty presented a written document to the Commission. (Copy in Commission's files, Salem.)

Harney County Judge Dale White also requested that the Commission reconsider its previous decision to remove US20 from Bend to the Idaho Line as an Access Oregon Highways Route. He said the highway merits designation due to the following reasons:

- 1) That the professional staff of the Highway Division recommended designation of US20.
- 2) That US20 meets the preferred investment strategies of serving tourist destinations and the high volume of truck traffic. (Criteria for route selection.)

Judge White's presentation is summarized as follows:

- 1) The Commission was influenced by the large numbers of individuals attending hearings on the Six-Year Program supporting other routes.
- 2) Politicizing the selection of the Routes is contrary to the Commission's stated policy for route selection.

(Judge White's presentation in written form in Commission's files, Salem.)

Chairman Hollern stated that the Commission reviewed the Access Oregon Highways Program after the public meetings to make sure the appropriate highways were selected. He said there was a tremendous amount of discussion at a recent Commission workshop and it was not a politicized decision to remove the highway. He recalled that the decision was based on the traffic counts, the number of people living on Highway 26, and the number of north-south connections between the Interstate System and the highways. He said it was a judgment call made by the Commission with the support of the technical staff in the Highway Division. He advised the delegation that the Access Oregon Highways Program will be used as an internal document to focus improvements on major highways. He mentioned that Highway 20 is essentially improved from Bend to Idaho, with two or three exceptions.

Chairman Hollern reassured the delegation that the highway will not be ignored, even if it is not on the Access Oregon Highways Program. He said he does not intend to re-open the Access Oregon Highways Program to designate another route, as Highway 20 was given full consideration.

Vice Chairman Whitty reconfirmed Chairman Hollern's comments. He also said that if a highway were selected as an Access Oregon Highways Route there would be no guarantee that the projects would be completed due to the funds available.

Chairman Hollern adjourned the formal meeting at 11:20 a.m.

At 11:25 a.m., the Commission held a workshop in the same room on the communication strategy. (Due to the amount of time, the strategies for personnel and investment management were deferred.)

John Elliott said the staff has examined such issues as:

- 1) Who and how does the staff communicate.
- 2) Some gaps in communication were identified.
- 3) Proposed public opinion survey to incorporate:
 - a) Externally and internally
 - b) Local government
 - c) Private

(Continued on next page)

Mr. Elliott said the cost would be in the range of \$50,000 and he requested authority to proceed with the request for proposal of the survey. Mr. Forbes suggested that the survey include mid-level management. The Commission agreed to proceed with the survey.

The workshop adjourned at 11:40 a.m.

At 12 noon, the three Commission members attended the "Picnic in the Mall" in front of the Transportation Building in celebration of National Transportation Week.

Prior to Mr. Adams opening the celebration, music was provided by the Judson Middle School band. Mr. Adams described the activities of National Transportation Week from May 15-21, 1988, as: transportation-related mall displays in Salem, Klamath Falls, Roseburg, La Grande, and Portland; fun runs and walks; photo contest; and auto rally. He also mentioned the various equipment on display in front of the Transportation Building. He then introduced Commissioners Hollern, Whitty and Ford.

Chairman Hollern's comments are highlighted as follows:

- 1) The dedicated employees and the superior quality of the work performed by the employees.
- 2) The Commission and Department are looking to the future and searching for the best way to lead transportation into the 21st Century. He specifically mentioned the Futures Forum.
- 3) The Department is approaching planning for a multi-modal aspect in transportation.
- 4) Each Division is examining its mission, productivity level, and future direction to meet the transportation needs today and tomorrow, such as:

Highway:	2020 Plan; Access Oregon Highways.
Parks:	2010 Plan
Motor Vehicles:	Improve customer service
Aeronautics:	Marketing strategies to promote aviation.
Public Transit:	Expand transit programs and seek creative funding alternatives.

Mr. Bothman recognized the following four employees who have helped save lives: Kevin Price, Allen Hurst, Clarence Tolbert and Dave Willhite, Jr.

Mr. Bothman then presented \$100 United States Savings Bonds to the following employees who were winners of the 1987 ODOT Suggestion Awards:

<u>Division</u>	<u>Name</u>	<u>Suggestion</u>
Central Services	Delores M. Minkler Halleck	Modify "Conditions of Temporary Employment Form."
DMV	Zoe Crowe	Put oral law test on cassette tape to be played by the driver's license applicant at their own pace.
Highway	Bruce Grabhorn	Use a moveable metal walkway to straddle the lubricating pits in maintenance facilities.
	Mildred Peterson (Ideas for Oregon)	Place advertising logos on envelopes promoting Oregon's points of interest.

The following employees were winners but were not present:

<u>Division</u>	<u>Name</u>	<u>Suggestion</u>
DMV	Joyce E. Yates	DMV contract with a local, private physician to make recommendations for the Driver Medical Certification Program.
	Diane Bish, Melissa Vedenoja, and Louise Reed shared the award.	Redesign and consolidation of Astoria Bridge receipt and coupon books.

Mr. Bothman announced the winners of the 1988 Glenn Jackson Scholars as Carl Deaton of Canyonville and Richard Hopkins of Roseburg. He also introduced the three former Jackson Scholars: Ruth Schmidt, Kristi Helman, and Michelle Barnett.

Don Adams gave the 75-year history of the Highway Division and the festivities ended at 1 p.m. with the music of the Transtooters.

At 1 p.m., in the lobby of the Transportation Building, Commissioner Ford and Mr. Bothman drew names of those who had contributed to the Jackson Scholars fund for prizes donated by Department employees.

Following the drawing, Commissioners Hollern and Ford had lunch in the Large Conference Room of the Transportation Building in Salem honoring the two new Jackson Scholars, Carl Deaton and Richard Hopkins.

Also attending were the following:

Three former Jackson Scholars: Ruth Schmidt, Kristi Helman and Michelle Barnett.

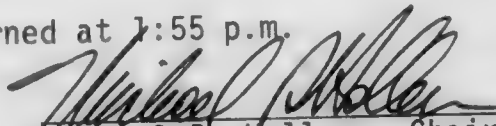
Family of Glenn Jackson

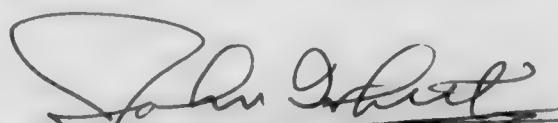
Members of the Policy Selection Committees: Tom Walsh, Dr. Lawrence Pierce, and Travis Cross.


Parents of the 1988 Scholars: Mr. and Mrs. James Deaton of Canyonville and Mr. and Mrs. Russell Hopkins of Roseburg.

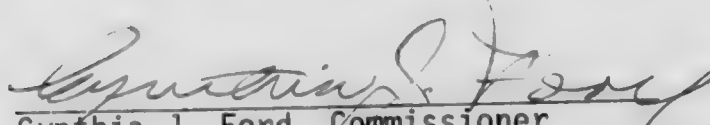
Tom Walsh, Chairman Hollern, the three former scholars, and Gary Potter all commented on the Scholarship Program. The winners received \$2,500 annual scholarships for four years and are offered summer employment with ODOT.

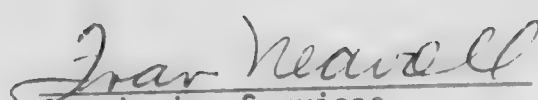
The luncheon adjourned at 1:55 p.m.


Michael P. Hollern, Chairman


John Whitty, Vice Chairman


David F. Bolender, Commissioner


Cynthia J. Ford, Commissioner


Commission Services
May 17, 1988


Robert F. Duvall, Commissioner
- 7848 -

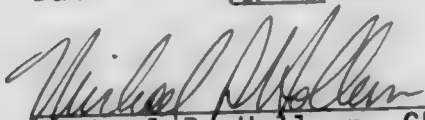
EXHIBIT A
MINUTES OF 5/17/88

TO: Oregon Transportation Commission
SUBJECT: Report of Action Taken Under Delegated
Authority

By your duly adopted delegated order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

- 1) Agreement with the City of Albany for updating the traffic control signals at the intersection of the Albany-Corvallis Highway and North Albany Road. The project will be financed with 75 percent State Funds and 25 percent City Funds. Once constructed, the State shall maintain the signal at its expense, and the City will pay for all power expenses attributable to the operation of the signal. (Authorize State Highway Engineer to sign agreement.)

Dated this 12TH day of April, 1988



Michael P. Hollern, Chairman
Oregon Transportation Commission

3-31-88

APPROVED



STATE HIGHWAY ENGINEER

Date 3/31/88

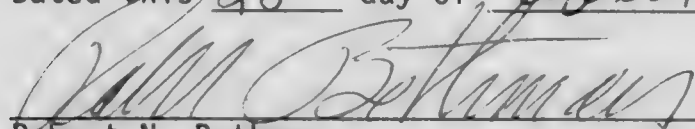
EXHIBIT B
MINUTES OF 5/17/88

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved all the actions listed below and report this action for your official records:

- 1) On March 9, 1988, approved a personal service contract with Bob Czimbal "The F.I.T.ness Game" to conduct a fitness program for Department of Transportation employees in Bend beginning February 18, 1988, through August 31, 1988, at a cost not to exceed \$1,000. (Approved by Gary Potter for Director.)
- 2) On April 13, 1988, approved an agreement with Chemeketa Community College to conduct a seminar entitled "How to Remain Positive in a Negative Situation" for Highway Division Accounting employees on April 27, 1988, at a cost of \$1,000. (Approved by Gary Potter for Director.)
- 3) On March 30, 1988, approved a personal service contract with Focal Point Programs (Rene Tihista) to conduct "Conflict at Work" classes on May 4 and 5 in The Dalles and May 18 and 19, 1988, in Bend at a cost not to exceed \$4,400. There will be an additional charge of \$10 for each student workbook over the class limit of 26.

Dated this 28th day of April, 1988


Robert N. Bothman
Director of Transportation

4-26-88

EXHIBIT C
MINUTES OF 5/17/88

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

- 1) Work on the Paulina Creek (Roba) Bridge Section of the Paulina Valley County Road in Crook County. Bids received March 24, 1988. Contract No. 10,574 awarded on March 31, 1988, to E.M.W. Construction Co., Bend, at \$69,157.30.
- 2) Work on the Tualatin Valley Highway to N.W. Walker Road (Units 1 & 2) Section of 185th Avenue in Washington County. Bids received March 24, 1988. Contract No. 10,579 awarded on April 1, 1988, to Northwest Earthmovers, Inc., Tualatin, at \$8,114,525.66.
- 3) Work on the Gate Creek (Vida) Bridge Section of the McKenzie Highway in Lane County. Bids received March 24, 1988. Contract No. 10,577 awarded on March 31, 1988, to Stach Construction Co., Inc. and Stach Equipment, Inc., A JV, Grants Pass, at \$567,237.50.
- 4) Work on the Walluski River (Irving) Bridge Section of the Walluski Loop County Road in Clatsop County. Bids received March 24, 1988. Contract No. 10,573 awarded on March 31, 1988, to Stach Construction Co., Inc. and Stach Equipment, Inc., A JV, Grants Pass, at \$164,320.00.
- 5) Work on the Santiam Safety Rest Area Section of the Pacific Highway in Marion County. Bids received March 24, 1988. Contract No. 10,578 awarded on April 1, 1988, to Eger Construction Co., Ashland, at \$95,905.00.
- 6) Work on the Lebanon/Santiam Canal-Sodaville Road Section of the Santiam Highway in Linn County. Bids received February 25, 1988. Contract No. 10,569 awarded on March 8, 1988, to Morse Bros., Inc., Lebanon, at \$508,888.00.

EXHIBIT CMINUTES OF 5/17/88

- 7) Work on the John Day River Bridge Section of the (Lower) Columbia River Highway in Clatsop County. Bids received February 25, 1988. Contract No. 10,561 awarded on March 8, 1988, to Tri-State Construction, Inc., Portland, at \$5,338,866.10.
- 8) Work on the Crater Lake Highway-Brownsboro Section of Lake of the Woods Highway in Jackson County. Bids received February 25, 1988. Contract No. 10,566 awarded on March 8, 1988, to Bob Angell, Inc., Coos Bay, at \$1,248,992.00.
- 9) Siskiyou Pass Advance Warning Sign Project on the Pacific Highway in Jackson County. Bids received February 25, 1988. Contract No. 10,565 awarded on March 8, 1988, to Coral Construction Company, Wilsonville, at \$112,934.00.
- 10) Work on the Gap Ranch-Riley (Unit 2) Section of the Central Oregon Highway in Harney County. Bids received February 25, 1988. Contract No. 10,564 awarded on March 8, 1988, to Tidewater Contractors, Inc., Brookings, at \$293,150.00.
- 11) Work on Minnow Creek Road-Black Canyon Section of the Willamette Highway in Lane County. Bids received February 25, 1988. Contract No. 10,567 awarded on March 8, 1988, to Oregon Asphaltic Paving Co., Portland, at \$1,716,245.00.
- 12) Work on the S.E. Division Street-S.E. Schiller Street Section of Cascade Highway North (S.E. 82nd Avenue) in Multnomah County. Bids Received February 25, 1988. Contract No. 10,570 awarded on March 8, 1988, to Copenhagen Utilities & Construction, Inc., Clackamas, at \$1,237,526.00.



Donald E. Forbes, State Highway EngineerDated this 12 day of April, 1988

EXHIBIT _____ C _____
MINUTES OF 5/17/88

TO: Oregon Transportation Commission

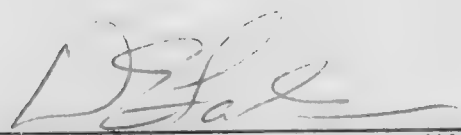
SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

- 1) Work on the S. Ashland Interchange-California State Line Section of the Pacific Highway in Jackson County. Bids received January 28, 1988. Contract No. 10,439 awarded on February 10, 1988, to Ball, Ball and Brosamer, Inc., Danville, CA, at \$23,418,478.20.
- 2) Work on the Clackamas Highway at 142nd Avenue in Clackamas County. Bids received January 28, 1988. Contract No. 10,549 awarded on February 9, 1988, to Dirt and Aggregate Interchange, Inc., Troutdale, at \$86,624.00.
- 3) For rockfall widening on the Green Springs Highway in Jackson County. Bids received January 28, 1988. Contract No. 10,551 awarded on February 9, 1988, to J. L. Arndt Construction Co., Troutdale, at \$266,633.25.
- 4) Work on the S.C.L. Medford-Phoenix Section of the Rogue Valley Highway in Jackson County. Bids received January 28, 1988. Contract No. 10,552 awarded on February 9, 1988, to Kiewit Pacific Co., Vancouver, WA, at \$2,165,520.00.
- 5) For traffic signal installation on the Fred Meyer Access (Grants Pass) Section of the Redwood Highway Spur in Josephine County. Bids received January 28, 1988. Contract No. 10,553 awarded on February 22, 1988, to Hamilton Electric, Inc., Eugene, at \$48,227.00.
- 6) Work on the Manzanita Safety Rest Area Section of the Pacific Highway in Josephine County. Bids received January 28, 1988. Contract No. 10,554 awarded on February 9, 1988, to Ausland Construction, Inc., Grants Pass, at \$24,999.00.
- 7) Work on the Chimney Creek (8th Crossing) Bridge Section of the Oregon Coast Highway in Malheur County. Bids received January 28, 1988. Contract No. 10,555 awarded on February 9, 1988, to Dennis Snyder Contractors, Clackamas, at \$211,824.00.

EXHIBIT C
MINUTES OF 5/17/88

- 8) Work on the Wilsonville-Hubbard Highway at Ehlen Road in Marion County. Bids received January 28, 1988. Contract No. 10,556 awarded on February 10, 1988, to River Bend Sand & Gravel Co. dba Salem Road & Drwy. Co., Salem, at \$284,695.00.
- 9) Landscaping on the N.E. Failing St.-S. Banfield Interchange Section of the East Portland Freeway in Multnomah County. Bids received January 28, 1988. Contract No. 10,557 awarded on February 9, 1988, to Paul Brothers, Inc., Boring, at \$1,043,817.00.
- 10) Work on the Dry Creek (Spofford) Bridge Section of Birch Creek Road in Umatilla County. Bids received on January 28, 1988. Contract No. 10,559 awarded on February 2, 1988, to C. M. General Contracting, Inc., Hillsboro, at \$142,643.10 (Alternate B).
- 11) Work on the Tualatin Park and Ride Facility on the Pacific Highway in Washington County. Bids received January 28, 1988. Contract No. 10,560 awarded on February 22, 1988, to Elting, Incorporated, Clackamas, at \$589,365.00.


Donald E. Forbes, State Highway Engineer

Dated this 12 day of April, 1988

3-14-88

EXHIBIT C
MINUTES OF 5/17/88

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved all the actions listed below and report this action for your official records:

- 1) On February 19, 1988, approved an agreement with Oregon State University covering Highway Planning and Research Project No. 5273 for development of an improved overlay design procedure. The previous agreement expired before work was completed, and this renewal agreement extends the completion date to May 15, 1988, at a cost not to exceed \$7,674.78. Total payment for the project will not exceed \$49,772 the amount of the original agreement. (Original agreement approved by Transportation Commission October 22, 1985.) Don Adams signed as Acting State Highway Engineer.
- 2) On February 25, 1988, approved a personal service contract with C. O. Brawner Engineering, Ltd. for geotechnical evaluation and stabilization design on the Rocky Point Viaduct Project on the Oregon Coast Highway in Curry County at a cost not to exceed \$5,000. Delivery schedule for the work begins March 8, 1988, with a completion date of December 31, 1988.
- 3) On February 29, 1988, signed a personal service contract with Professional Services Industries, Inc. for material testing and reporting in Geographic Area M4A (Secondary) in Region 4 at a cost not to exceed \$35,000. Contract expires December 31, 1988. (Approved by Transportation Commission March 20, 1987.)

EXHIBIT C
MINUTES OF 5/17/88

- 4) On February 29, 1988, signed Supplement No. 4 to a personal service contract with Howard Needles Tammen & Bergendoff for environmental analysis work on the Hayesville Interchange-Battle Creek Interchange Section of Pacific Highway in Marion County. Supplement extends completion date to December 31, 1988. (Original contract approved by Transportation Commission March 20, 1984.)
- 5) On March 21, 1988, established the following speed zones on the Joseph-Wallowa Lake Highway No. 351 in Wallowa County in the City of Joseph as follows:

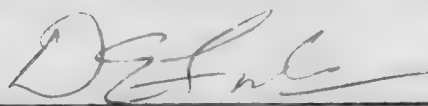
30 MPH from MP 0.80 to MP 0.94
40 MPH from MP 0.94 to MP 1.92

Rescinds Speed Zone Order No. 351 dated June 27, 1961. (See Speed Zone Order No. 963)
- 6) On March 3, 1988, approved a pedestrian crosswalk closure on the Pacific Highway West No. 1W on the south side of the intersection with the Tigard East Shopping Center, MP 10.05, in the City of Tigard, Washington County. (Approved by W.E. Schwartz for State Highway Engineer.)
- 7) On March 3, 1988, approved a Memorandum of Understanding with Grant County People Mover to install and maintain highway directional signs to intercity bus stations and bus stops. (Signed by W. E. Schwartz for State Highway Engineer.)
- 8) On March 14, 1988, signed a supplemental agreement with Portland State University for locating weigh-in-motion vehicle identification stations. This supplement extends the completion date to April 15, 1988. (Original agreement approved by Transportation Commission on December 18, 1986.)

EXHIBIT C
MINUTES OF 5/17/88

- 9) On March 16, 1988, signed a personal service contract with Centrac Associates, Inc. for preliminary engineering services on the 2nd Street Interchange (Hood River) Section of the Columbia River Highway in Hood River County beginning March 17, 1988, through June 30, 1989, at a cost not to exceed \$160,755. (Approved by the Transportation Commission on July 22, 1986.)
- 10) On March 23, 1988, signed Supplemental Agreement No. 6 with Howard Needles Tammen & Bergendoff for preliminary design on the Alsea Bay Bridge in Lincoln County. This supplement extends the completion time from 1,110 to 1,290 calendar days. (Original agreement approved by Transportation Commission on July 31, 1984. Signed by Don Adams for State Highway Engineer.)
- 11) On March 24, 1988, approved an intergovernmental service agreement with Chemeketa Community College to conduct a two-day "Quality Circles" workshop on April 19 and 20, 1988, at a cost not to exceed \$1,300 for Right of Way Employees.

Dated this 12 day of April, 1988


Donald E. Forbes, State Highway Engineer

4-6-88

EXHIBIT C
MINUTES OF 5/17/88


TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I took the following actions and report this for your official records:

- 1) On March 23, 1988, signed Supplemental Agreement No. 6 with Howard Needles Tammen & Bergendoff for preliminary design on the Alsea Bay Bridge in Lincoln County. This supplement extends the completion time from 1,110 to 1,290 calendar days. (Original agreement approved by Transportation Commission on July 31, 1984. Signed by Don Adams for State Highway Engineer.)
- 2) On March 31, 1988, approved an agreement with Union County Weed Control District for the control of noxious weeds on certain State properties and shall terminate on December 1, 1988.
- 3) On April 6, 1988, approved an amendment to an agreement with the State of California for inspection and testing of highway materials at locations in Oregon. Amendment increases maximum amount California will pay Oregon for services to \$10,000. Contract expires June 30, 1988.
- 4) On April 6, 1988, approved an agreement with the State of California for inspection and testing of highway materials at locations in Oregon. This agreement renews the project for period July 1, 1988, to June 30, 1989, at a maximum cost to California of \$10,000.

EXHIBIT C
MINUTES OF 5/17/88

- 5) On April 15, 1988, approved a contract with the Federal Highway Administration for the Materials Unit to perform work on a study entitled "Evaluation of Asphalt Stripping Tests." This contract is issued under Basic Agreement DTFH61-85-A-00038. The total amount of the contract is \$29,892. Payments will be made to the State on the basis of cost incurred. Work will be completed on or before 18 months after the effective date of the contract. (Approved by Don Adams for State Highway Engineer.)
- 6) On April 15, 1988, approved Supplemental Agreement No. 8 with CH2M-Hill Northwest, Inc. for preliminary engineering on the South Slough (Charleston) Bridge, Cape Arago Highway, in Coos County. This supplement increases compensation for extra work in the amount of \$46,460 for a new total of \$743,722.29. (Approved by Don Adams for the State Highway Engineer.)
- 7) On April 15, 1988, approved an agreement with Oregon State University to conduct a nationwide survey to measure the effect of increasing the cost of custom license plates at a cost not to exceed \$6,000. (Approved by Don Adams for State Highway Engineer.)


Donald E. Forbes, State Highway Engineer

Dated this 5 day of May, 1988

4-28-88

EXHIBIT C
MINUTES OF 5/17/88
REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

<u>Contractor and Contract No.</u>	<u>Section and County</u>	<u>Acceptance Date</u>
Fabricators, Inc. Contract No. 10346	Columbia River Hwy. @ Lost Cr. Rd. Columbia County	Feb. 26, 1988
S. J. Groves & Sons, Co. Contract No. 9621	S. Banfield Intch.-SE Washington St. Multnomah County	Feb. 29, 1988
Mid Columbia Paving Co. Contract No. 10208	Eagle Creek-Mitchell Point Hood River County	Feb. 29, 1988
Hannon-Mossman Const. Contract No. 10261	Metro Region Highway Beautifi- cation Project Columbia, Washington, & Clackamas Counties	Feb. 29, 1988
Bob Angell, Inc. Contract No. 10365	Tenmile Passing Bay and Wildwood Drive Left Turn Coos County	Feb. 29, 1988
Stach Construction Co. Contract No. 10381	Link River (Lakeshore Drive) Bridge Klamath County	March 1, 1988
Douglas S. Coats, Inc. Contract No. 10316	Willow Cr. (Palmateer) Br. Morrow County	March 1, 1988
Linnco Electric Co. Contract No. 10408	Mt. Hood Hwy. at Rene Ave. (Gresham) Multnomah County	March 1, 1988
Bend Aggregate and Paving Co. Contract No. 10494	Riverside Blvd. and Greenwood Ave. (Bend) Deschutes County	March 1, 1988
Gilbert Pacific Corp. Contract No. 10470	UPRR O'Xing-Fifteenmile Cr. Wasco County	March 1, 1988
John Hyland Construction, Inc. Contract No. 9991	Ross Island Bridge Multnomah County	March 2, 1988
Mill Plain Electric, Inc. Contract No. 10437	SE Stark St. at Dist. Rd.) Bridge Multnomah County	March 3, 1988

EXHIBIT C
MINUTES OF 5/17/88

Report of Action Under Delegated Authority
By State Highway Engineer
Page 2

<u>Contractor and Contract No.</u>	<u>Section and County</u>	<u>Acceptance Date</u>
Ross Bros. Construction, Inc. Contract No. 9424	Highway Grade Separation Washington County	March 3, 1988
Benton Electric, Inc. Contract No. 10404	Eugene-Springfield Hwy. @ Country Club Rd. Lane County	March 8, 1988
Highlite Construction Co. Contract No. 10420	Eugene-Springfield Metro Area Signal System Lane County	March 8, 1988
Berning Construction Contract No. 10204	Rock Creek Bridge Clackamas County	March 8, 1988
Fabricators, Inc. Contract No. 10476	M.P. 0.9-M.P. 2.3 Lake County	March 9, 1988
Bracelin-Yeager Excavating and Trucking, Inc. Contract No. 10363	Lampa Creek Bridge Coos County	March 9, 1988
Morse Bros., Inc. Contract No. 10367	M.P. 4.0-Hooper Springs Jackson County	March 11, 1988
Ross Bros. Construction, Inc. Contract No. 10001	Powerline Road-Bridge Road Umatilla County	March 11, 1988
Ross Bros. Construction, Inc. Contract No. 9875	Umatilla River (Riverside) Bridge and UPRR U'Xing. Umatilla County	March 11, 1988
Coral Construction Co. Contract No. 10145	Washington State Line-Linn/Lane County Line Various Counties	March 28, 1988
Douglas S. Coats, Inc. Contract No. 10475	Willow Creek Bridge Gilliam County	March 28, 1988
Mill Plain Electric Contract No. 10492	Sunnyside Road at Mt. Scott Office Park Clackamas County	March 28, 1988

EXHIBIT C
MINUTES OF 5/17/88

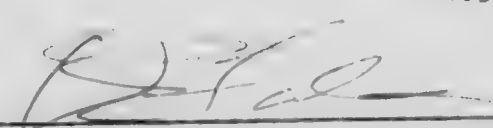
Report of Action Under Delegated Authority
By State Highway Engineer
Page 3

<u>Contractor and Contract No.</u>	<u>Section and County</u>	<u>Acceptance Date</u>
Weaver Construction Co. Contract No. 10010	Hermiston-NCL Stanfield Umatilla County	March 29, 1988
Wildish Corvallis Const. Co. Contract No. 9939	Goshen-Cottage Grove (N.B. Lanes) Lane County	April 6, 1988
West Coast Structures Contract No. 10303	Northrup Creek Bridge Clatsop County	April 6, 1988
Douglas S. Coats, Inc. Contract No. 10143	NW Front Ave.-NW Yeon Ave. Connection (Portland) Multnomah County	April 15, 1988
F. E. Ward, Inc. Contract No. 10171	The Dalles/California Hwy.- Washburn Way Klamath County	April 19, 1988
LT Contractors, Inc. Contract No. 10452	SPTC-Pine Avenue (Tillamook) Tillamook County	April 19, 1988
Heil Electric Co. Contract No. 10511	Tualatin Valley Hwy. at SW 204th Ave. Washington County	April 19, 1988
L. R. Brabham, Inc. Contract No. 10434	Mohawk Road Interchange Lane County	April 20, 1988
S. J. Groves and Sons, Co. Contract No. 9513	NE Union Ave.-39th Ave. Multnomah County	April 21, 1988
Delta Sand and Gravel dba Delta Construction Co. Contract No. 10382	Long Tom River Bridge Lane County	April 21, 1988

Expenditure Recap

	<u>Above Projects</u>	<u>FY to Date</u>
Original Authorization	\$ 98,368,622.43	\$205,101,299.67
Anticipated Costs	\$101,081,582.39	\$214,362,263.45
Percentage Overrun (Underrun)	+2.8%	+4.5%

April 25, 1988


Donald E. Forbes
State Highway Engineer

BLW:mk

- 7862 -

EXHIBIT D
MINUTES OF 5/17/88

COM 4

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

MYSTIC CREEK-MUNS CREEK SECTION, COOS BAY-ROSEBURG HIGHWAY - DOUGLAS COUNTY

R-56037 - John Paul DeRoss et ux. Parcel 1: 0.08 acre for right of way purposes. Parcel 2: 0.18 acre for permanent easement for channel change. Offer \$2,000.00.

OSWEGO HWY. AT McKILLICAN/HOOD (WEST LINN) SECTION, OSWEGO HIGHWAY - CLACKAMAS COUNTY

R-56018 - Joe W. Steinkamp et al. 500 square feet for permanent easement for slopes and drainage facilities. Offer \$200.00.

S. COMMERCIAL ST.-N. SANTIAM HWY. SECTION, PACIFIC HIGHWAY - MARION COUNTY

R-56952 - Everett W. Clark et ux. Parcel 1: 16.64 acres for right of way purposes. Parcel 2: 3,620 square feet for permanent easement for slopes and drainage facilities. Parcel 3: 10,500 square feet for permanent easement for drainage facilities. Parcel 4: 10,500 square feet for permanent easement for drainage facilities. Parcel 5: 14,775 square feet for permanent easement for drainage facilities. Parcel 6: 11,700 square feet for permanent easement for drainage facilities. Offer \$78,850.00.

R-56953 - Ernest G. Clark et ux. Parcel 1: 3.0 acres for right of way purposes. Parcel 2: 3,350 square feet for right of way purposes. Parcel 3: 10,500 square feet for right of way purposes. Parcel 4: 7,200 square feet for permanent easement for drainage facilities. Parcel 5: 4,250 square feet for permanent easement for slopes and drainage facilities. Offer \$17,000.00.

S.E. DIVISION ST.-S.E. SCHILLER ST. SECTION, CASCADE HIGHWAY NORTH - MULTNOMAH COUNTY

R-55339 - Rebecca G. Taylor et al. Parcel 1: 1,000 square feet for right of way purposes. Parcel 2: 200 square feet for temporary easement for work area. Offer \$14,750.00.

Dated this 21st day of March, 1988.

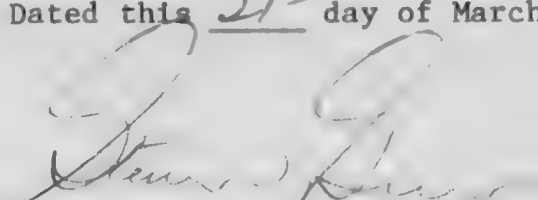

STEVEN GREEN, Right of Way Manager

EXHIBIT D
MINUTES OF 5/17/88

DATE: MAY, 1988

TO: OREGON TRANSPORTATION COMMISSION

SUBJECT: REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY

Under delegated authority to the Highway Engineer (Delegation Order No. 23) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Administrative Order No. 33), the following actions were taken:

SALE OF EXCESS PARCELS: (23-43) (Administrative Order No. 33)

CLACKAMAS COUNTY:

PARK PLACE-CLACKAMAS COMMUNITY COLLEGE SECTION - CASCADE HIGHWAY N.

- 1) File 51460; containing 1.07 acres, m/l.; \$25,000; Approved 3/14/88.

DOUGLAS COUNTY:

S. UNIT KELLOGG BR.-TYEE BR. SECTION - ELKTON-SUTHERLIN HIGHWAY:

- 2) File 13945 & 24797 - DOT; containing 2.17 acres, m/l.; \$350; Approved 4/18/88.

LANE COUNTY:

OAKHILL-EUGENE-SPRINGFIELD SECTION - FLORENCE-EUGENE HIGHWAY:

- 3) File 44207; containing 1,221 s.f., m/l.; \$700; Approved 4/18/88.

AGREEMENTS: (23-50) (Administrative Order No. 33)

KLAMATH COUNTY:

MODOC POINT IRRIGATION DISTRICT:

- 4) Construction/Maintenance Agreement with Modoc Point Irrigation District for Irrigation Facilities Relocation and Adjustment; Williamson River-Modoc Point Section; The Dalles-California Highway; C. & A. #9411; Approved 4/11/88.

EXHIBIT D
MINUTES OF 5/17/88

Report of Actions Taken Under Delegated Authority
May, 1988
Page Two

AGREEMENTS: (Continued)

MULTNOMAH COUNTY:

TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON ("TRI-MET"):

- 5) Permanent Easement Agreement (changed from Temporary Easement) with Tri-Met - near the intersection of 182nd & Birdsdale Avenues; City of Gresham; Mt. Hood Highway; Multnomah County; (R/W File 54552, Linneman Junction Easement & R/W File 28479, Coliseum Station Lease Addendum); RR-1276; Approved 4/01/88.
- 6) Addendum to Lease with Tri-Met; to amend lease dated 4/12/84, by which State leased to Tri-Met certain rights in Block 50, Holladay's Addition to East Portland; Addendum will remove the rental fee called for in the lease, effective 7/01/86, in consideration of Tri-Met granting to State the above-stated permanent easement for use of two crossings of Tri-Met's Ruby Junction Spur Tract so long as the crossings are used for a public highway. In all other respects, the lease shall remain in full force and effect; Approved 4/01/88.

SOUTHERN PACIFIC TRANSPORTATION COMPANY:

- 7) Permit to allow State to enter upon R.R. property at Willsburg Junction, OR, M.P. C-765.6; Pacific Highway East; for purpose of conducting geological study; R.R. 1277; Approved 4/27/88.

R/W SERVICE AGREEMENTS: (23-45) (Administrative Order No. 33)

CLACKAMAS COUNTY:

- 8) Agreement for R/W Services #336; Misc. C. & A. #8505; to perform services in the acquisition phase and other phases preliminary thereto for the Project; Parrott Creek Bridge; New Era Road (A County Road); Approved 3/10/88.
- 9) Agreement for R/W Services #338; Misc. C. & A. #9421; Letter Agreement with the City of Tualatin to review appraisals; Wilke-Borland Road Intersection Improvements; Estimated cost - \$500; Approved 4/20/88.

RELINQUISHMENTS:

MULTNOMAH COUNTY:

- 10) Steel Bridge-S.W. Sheridan Street Section (S.W. Harbor Way); Pacific Highway; Key File 8169; A. & R. #552; This revised deed, dated 3/31/88, completes the agreement dated 12/19/73, and supersedes the relinquishment signed 5/20/87 and the Deed signed 7/30/87; Agreement sets out "transfer all State's right, title, and interest" to City of Portland.

EXHIBIT D
MINUTES OF 5/17/88

Report of Actions Taken Under Delegated Authority
May, 1988
Page Three

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE
HIGHWAY DIVISION: (23-65) (Administrative Order No. 33)

BAKER COUNTY:

POCAHONTAS ROAD-AUBURN AVENUE (BAKER) - LAGRANDE-BAKER HIGHWAY:

57158 Dale A. Satterburg; Peggy M. Wolthausen \$ 400 App. 4/11/88

BENTON COUNTY:

WEST HILLS ROAD-GREEN ROAD - CORVALLIS-NEWPORT HIGHWAY:

56452 Mid-Willamette Trust \$ 1,150 App. 4/19/88
(Reported 1/88 as \$14,250; Revision adds
\$1,150 for a total of \$15,400)

57196 George Laird; Velma Alderman; Marilene Pieser; \$ 100 App. 3/28/88
Janet Elaine Klopfenstein; Verla A. Hari;
Anne L. Kuenzi; David A. Klopfenstein

CLACKAMAS COUNTY:

LESTER AVENUE INTERCHANGE - E. PORTLAND FREEWAY:

56165 Dixie Figgins \$ 21,280 App. 4/14/88

OSWEGO HIGHWAY @ MCKILLICAN - OSWEGO HIGHWAY:

56019 Cheryl Kay Keicher \$ 3,500 App. 3/28/88

COLUMBIA COUNTY:

NEHALEM RIVER (AIRPORT RD.) BRIDGE - AIRPORT ROAD:

57187 Helen B. Ross; David Gambee (Fee) \$ 100 App. 3/31/88
Fred R. Fulmer (C.P.)

SCAPPOOSE-MULTNOMAH COUNTY LINE - COLUMBIA RIVER HIGHWAY:

56200 Columbia Acres Water Association \$ 100 App. 4/25/88

DESCHUTES COUNTY:

MURPHY ROAD-LAVA BUTTE - THE DALLES-CALIFORNIA HIGHWAY:

56661 Pacificorp, dba Pacific Power & Light Company \$ 2,900 App. 4/11/88

EXHIBIT D
MINUTES OF 5/17/88

Report of Actions Taken Under Delegated Authority
May, 1988
Page Four

OPTIONS: (Continued)

DOUGLAS COUNTY:

CAMAS VALLEY-CAMAS MOUNTAIN WAYSIDE (MYSTIC CREEK-MUNS CREEK SECTION) - COOS
BAY-ROSEBURG HIGHWAY:

56035	Alvin T. & Darla M. Kirkendall	\$ 3,610 App. 4/18/88
56047	Champion International Incorporated	\$ 18,650 App. 4/28/88
56054	Milo M. Claughton, Jr., Ronald Lee Claughton, & Josie May Claughton	\$ 3,025 App. 4/19/88
56061	John L. & Dorothy O. Armstrong	\$ 33,000 App. 4/19/88
56063	Jack & Esther Hill Stanley M. & Audrey E. Patterson	\$ 1,950 App. 4/28/88
56071	Dick Wiggins, Trustee of The Edith B. Wiggins Trust	\$ 4,030 App. 4/19/88
56074	James K. & Linda C. McGinnis	\$ 3,795 App. 4/28/88
56078	Robert B. & Barbara L. Ammon	\$ 2,000 App. 4/19/88

JACKSON COUNTY:

LAKE CREEK ROAD BRIDGE - LAKE CREEK ROAD:

56765	Russmar Company Ronald L. Walquist, Trustee	\$ 300 App. 4/29/88
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KLAMATH COUNTY:

WILLIAMSON RIVER-MODOC POINT - THE DALLES-CALIFORNIA HIGHWAY:

55735	Daryle Zierke	\$ 100 App. 4/21/88
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LANE COUNTY:

COGSWELL HILL SLIDE (THURSTON) - MCKENZIE HIGHWAY:

56778	Ruth Ann Mathews; Delmar L. Mathews	\$ 2,200 App. 3/28/88
56779	Earl M. & Mary Louise Jensen	\$ 4,600 App. 3/28/88

EXHIBIT D
MINUTES OF 5/17/88

Report of Options Taken Under Delegated Authority
May, 1988
Page Five

LANE COUNTY: (Continued)

MCKENZIE HIGHWAY @ M.P. 14.5 - MCKENZIE HIGHWAY:

56782	Vivian G. Hall	\$ 920 App. 4/19/88
56784	James E. & Bette Lou Wearin	\$ 8,080 App. 4/11/88
56788	Frank L. & Mary J. Wilson	\$ 1,800 App. 4/19/88

LINCOLN COUNTY:

OREGON COAST HIGHWAY @ SALISHAN MARKET ACCESS:

57096	State of Oregon, Economic Development Commission	\$Donation App. 4/19/88
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MALHEUR COUNTY:

MALHEUR (VALE) BRIDGE - CENTRAL OREGON HIGHWAY:

56723	Oregon-Idaho Truck Stop, Inc. et al	\$ 12,500 App. 4/21/88
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MARION COUNTY:

KUEBLER-I-5 INTERCHANGE - PACIFIC HIGHWAY:

56949	John B. Trelstad	\$ 1,750 App. 3/28/88
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WINDSOR ISLAND ROAD-NORTH RIVER ROAD (KEIZER) - OLSON STREET:

57184	Michael A. & Carolyn A. Foland	\$ 6,100 App. 4/14/88
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POLK COUNTY:

UGLOW STREET-LACREOLE DRIVE - DALLAS-RICKREALL HIGHWAY:

56743	Ethel E. Quick	\$ 300 App. 4/19/88
56747	Clifford R. & Ethel S. Jones	\$ 500 App. 4/19/88
56755	Helen D. Kenison	\$ 300 App. 4/11/88
56758	William H. & Linda D. Lang	\$ 200 App. 4/11/88
56760	Henry L. & Geraldine Apling	\$ 200 App. 4/19/88
56761	Henri W. & Ilah W. Lay	\$ 200 App. 4/19/88

EXHIBIT D
MINUTES OF 5/17/88

Report of Action Taken Under Delegated Authority
May, 1988
Page Six

OPTIONS: (Continued)

UMATILLA COUNTY:

NCL STANFIELD-STANFIELD INTERCHANGE - UMATILLA-STANFIELD HIGHWAY:

56820	James A. Ellenberger	\$	100 App. 4/29/88
56828	Frances Hills Kimbrell	\$	100 App. 4/29/88

WASCO COUNTY:

IDAHO STREET-CARROLL ROAD (MOSIER) - STATE ROAD (COUNTY RD.):

56831	Elizabeth Arfstrom, Personal Representative	\$	500 App. 4/05/88
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WASHINGTON COUNTY:

ROCK CREEK BOULEVARD-T.V. HWY. - 185TH AVENUE:

55765	Wesley W. & Kaye M. Waldron	\$	80,000 App. 4/21/88
55810	Jeffrey A. McKie	\$	5,800 App. 4/05/88
56225	Wesley W. & Kaye M. Waldron	\$	4,700 App. 4/14/88

Dated this 29 day of April, 1988

Steven D. Green
Steven D. Green, Right of Way Manager

L-9217 - Cindy Roberts v. Thomas Alan Fennimore, Lexis Barth and State of Oregon, Highway Division. This is a complaint for personal injury stemming from a motor vehicle accident which occurred on Hwy 214 in Marion County on January 23, 1987. The plaintiff alleges that she was a passenger in a vehicle being driven on Hwy 214 which crossed the center line and struck a vehicle owned by defendant Barth and being driving by defendant Fennimore. The plaintiff further alleges that the cause of the accident was "large clumps of dirt and mud" in the roadway. The complaint seeks \$2,660 in lost wages, \$250,000 in general damages and \$47,331.85 in special damages. The matter has been referred to the Trial Section of the Department of Justice for defense of the Department.

L-9218 - Nick R. Williams and Teresa L. Williams, v. State of Oregon. This is a complaint for property damages filed in Clackamas County. The plaintiff alleges that a log truck overturned on Hwy 211 spilling diesel fuel on the roadway. The plaintiff further alleges that the State was negligent in failing to clean the road surface and as a result the plaintiff's vehicle went out of control on the slick surface. The plaintiff seeks \$8,179.98 for damages to plaintiff's vehicle as a result of a November 27, 1986 accident. The matter has been referred to the Trial Section of the Department of Justice for the defense of the State.

L-9221 - Robert L. Campbell, Personal Representative for the Estate of Luann Kay Campbell, deceased v. Michael J. Hufford and State of Oregon, Department of Transportation. This is a complaint for wrongful death which has been filed in Linn County. The plaintiff's wife was involved in a motor vehicle accident on Hwy 34 on January 21, 1988. The plaintiff alleges that defendant Hufford was operating a vehicle that changed lanes into plaintiff's wife's vehicle, causing plaintiffs' wife's vehicle to swerve into the oncoming lane where it was then struck by another vehicle. The plaintiff alleges that the State was negligent in allowing loose gravel and debris to accumulate in the center lane, thereby causing his wife's vehicle to lose traction. The plaintiff seeks \$250,000 in damages. This matter has been referred to the Trial Section of the Department of Justice for the defense of the Department.

L-9222 - State Farm Mutual Automobile Insurance Company v. James W. Kendall and the State of Oregon. This is a complaint for personal injuries and property damage stemming from a March 3, 1986 accident on Hwy 97 in Jefferson County. The plaintiff alleges that defendant Kendall was a state employee operating a state vehicle which collided with the plaintiffs' insured's vehicle. The plaintiff is alleging that defendant Kendall was in the process of making an unsafe pass at the time of the collision. The liability of the state in this instance is strictly that of an employer of the person involved in the accident. The plaintiff is seeking \$16,453.26 which represents the amount plaintiff has paid to its insured for personal injury and property damage as a result of the accident. This matter has been referred to the Trial Section of the Department of Justice for the defense of the State.

EXHIBIT E
MINUTES OF 5/17/88

REPORT OF CASES FILED BY AND AGAINST THE DEPARTMENT OF TRANSPORTATION

L-9203 - Richard Breen v. Oregon Transportation Commission - This is a complaint for injunction and relates to the Commission's selection of the license plate design for the new Oregon State license plate. This complaint originates in the County of Marion. The plaintiff alleges that the design was selected improperly and that the commission breached its statutory duty in the selection of the license plate design. A motion for a preliminary injunction was argued by the Department of Justice and the state prevailed. The plaintiff has not yet sought a permanent injunction and upon advice of legal counsel the selection was made and the Motor Vehicles Division has entered into a contract for securing the license plate with the design selected by the commission. This case is not completed and the lawsuit for the injunction will probably be tried sometime this summer.

L-9208 - This is a case where the Highway Division is suing Stach Construction Company and seeking recovery of \$165,000 on a bid bond. Mr. Stach bid on the project wanted to withdraw his bid claiming a patent error. It was determined by discussion between the Highway Division and legal counsel that it was not a patent error and the commission approved the forfeiture of the bid bond. The Department of Justice will be filing an action against Stach Construction to recover the bid bond. This action arose in the County of Marion.

L-9213 - Gary Purvine, dba Evergreen Remodeling, v. State of Oregon, by and through its Department of Transportation. This is a complaint for breach of contract. The plaintiff was the contractor who was to build the toilet facilities and pumphouse at Bridal Veil Falls State Park in Multnomah County. The plaintiff is alleging that an ODOT representative, upon being questioned, informed plaintiff "some rock" rock might be encountered during construction of the project. The plaintiff further alleges that solid rock was encountered and that this constituted a cardinal change of the scope of the work of the contract. The plaintiff is seeking \$10,000 to cover the increased costs caused by the rock. The matter has been referred to the Trial Section of the Department of Justice for the defense of the Department.

L-9215 - May Renee Mostul v. State of Oregon, Department of Transportation, State Highway Division and Lincoln County, City of Depoe Bay, and C. M. Oregon Corporation, dba Holiday R. V. Park. This is a complaint for negligence stemming from an incidence which occurred on February 28, 1986. The plaintiff alleges that she was injured when a portion of the shoulder of Hwy 101 collapsed underneath her when she was walking along the side of the highway in Depoe Bay. The complaint seeks damages of \$11,500 against the Division for negligently failing to maintain the highway, failing to provide adequate lighting at the scene, and failing to warn pedestrians of the dangerous condition. This complaint occurred in the County of Lincoln. The matter has been referred to the Trial Section of the Department of Justice for defense of the Division.

L-9216 - Gordon H. Keane v. City of Lake Oswego, City of Tualatin, and State of Oregon, Department of Transportation. This is a complaint alleging negligence against the Department for failing to properly design and maintain the traffic separator on S. W. Boones Ferry Road in Clackamas County. The plaintiff alleges that, due to poor design and lack of lighting, his vehicle struck the traffic separator. He is seeking \$14,580 for damages incurred to his vehicle as a result of the accident he was involved in on December 25, 1986. The matter has been referred to the Trial Section of the Department of Justice for the defense of the Department.

EXHIBIT E
MINUTES OF 5/17/88

L-9223 - State of Oregon, by and through the Transportation Commission v. Stach Construction Company, Stach Equipment Company and Firemans' Fund Insurance Company. This is a complaint seeking declaratory judgment and supplemental relief which has been filed by the Department of Justice on behalf of the Transportation Commission. Stach Construction and Stach Equipment Company were organized as a joint venture for purposes of a job upon which bids were opened on November 19, 1987. It was determined that the Stach Construction was the lowest responsive bidder and was tenured a contract at the price bid. The defendant joint venturers then refused to execute the contract which was tenured. The complaint demands payment of the bond sum under the terms of the bid proposal and bond. The defendants have resisted this claim stating that there was a unilateral mistake in the bid which was not recognized until after the bids were opened. This suit, which has been filed in Marion County Circuit Court, seeks \$162,829 in liquidated damages from both Stach Construction and the surety company, Firemans' Fund Insurance Company.

L-9202 - Portable Rock Production Company, Inc. v. State of Oregon by and through its Department of Transportation. This was a lawsuit filed against the State in Lane County Circuit Court stemming from a contract the State and the plaintiff had entered to produce sanding rock. The State had refused payment for 1000 yards of the sanding rock based on an allegation that the sand had been contaminated. The plaintiff had filed this suit to collect the amount of the contract. In the interim period, the State had continued to use the material from the stockpile without witnessing any significant contamination of the material. Bill Cloran reports that this matter has now been settled for the sum of \$4,493.83.

7872 - L-22686 - Pruess v. State Highway Division. This is a Polk County District Court personal injury case in which the Plaintiff sued for injuries suffered when her vehicle collided with a Highway truck that was engaged in maintenance operations. The case was handled by Tom Elden of the Trial Division of the Department of Justice. The Highway Division conducted an investigation of the accident and apparently conceded that Highway Division personnel were at fault in this accident. Tom Elden reports that he has settled this case with the plaintiff for the sum of \$1,950.

L-16942 - Miller v. State of Oregon. This is a case that was filed in Washington State Superior Court. Tom Elden of the Trial Division of the Department of Justice is representing the State in this matter. He reports that the case is becoming more involved in the discovery process. As you may recall, this was an instance in which a mail truck went over the guardrail on the I-5 bridge. Tom Eldon reports that he will be making a motion to dismiss the State of Oregon out of this case in the near future.

L-9228 - Janet Kimker v. City of Coos Bay and State of Oregon. This is a suit for personal injuries stemming from an accident which occurred on April 17, 1986 in Coos Bay. The plaintiff alleges that she lost her footing while walking along the street in Coos Bay due to a defect in the sidewalk. This suit, which has been filed in Coos County Circuit Court, seeks \$50,000 in general damages.

EXHIBIT E
MINUTES OF 5/17/88

REPORT OF CASES FILED BY AND AGAINST THE DEPARTMENT OF TRANSPORTATION

L-9219 - Arthur Fercho v. Timothy Gallagher and State of Oregon. This is a suit for personal injuries against the State of Oregon resulting from a motor vehicle accident that occurred May 12, 1987 on Highway 97. Timothy Gallagher at the time of the accident was an employee of the Highway Division operating a vehicle owned by the state. Gallagher allegedly became drowsy behind the wheel of the vehicle and the vehicle subsequently crossed the center line into the path of the Fercho vehicle. This suit has been filed in Sherman County Circuit Court. The plaintiff is asking for damages in the sum of \$29,615.70 as well as costs and disbursements.

L-9229 - Susan Thompson v. Timothy Gallagher and State of Oregon. This is a case which is related to the above referenced case Arthur Fercho v. Gallagher and State of Oregon. Susan Thompson was a passenger in the vehicle being operated by Mr. Fercho in the case identified as L-9219 above. In this particular case, which has also been filed in Sherman County Circuit Court, the plaintiff is seeking \$666.51 as well as costs and disbursements for personal injuries.

L-9220 - Tanya McCollam, Personal Representative for the Estate of Jared Stephen Schaffer v. Department of Transportation. This is a complaint for wrongful death which has been filed in Columbia County Circuit Court. The suit stems from an automobile accident which occurred December 2, 1986 on U.S. Highway 30 in Columbia County. Jared Schaffer was in a vehicle which lost control on an allegedly icy highway surface. The plaintiff contends that the highway had not been adequately sanded or otherwise prepared to reduce the risk of accident due to ice and that there was no center barrier to prevent an out of control automobile from crossing the center line. The plaintiff is seeking a judgment against the state in the sum of \$300,000.

L-29858 - Robert M. Campbell, Personal Representative for the Estate of Luann Kay Campbell v. Michael J. Hufford and the Oregon Department of Transportation. This is a complaint for wrongful death which has been filed in Linn County Circuit Court. The accident which gives rise to this complaint occurred on January 2, 1988 on Highway 34 near Corvallis. Mr. Hufford allegedly was operating a vehicle in a westerly direction on Highway 34 when he changed lanes into Ms. Campbell's, which caused Ms. Campbell's vehicle to swerve to the center lane area. As a result of the evasive action taken by Ms. Campbell, she was struck by an oncoming vehicle which was operated by a third party. The complaint alleges that the State was negligent in allowing loose gravel and debris to accumulate upon the center turn lane or median area of Highway 34 and in failing to warn motorists of the loose gravel. The plaintiff is seeking judgment against the Department of Transportation in the sum of \$250,000.

L-9224 - Alice Gotcher v. Donald Wayne Daniels, Klamath County, and State of Oregon Highway Division. This is a complaint for personal injuries which has been filed in Klamath County Circuit Court. The complaint stems from an automobile accident which occurred on August 1, 1987 on Highway 66 in Klamath County. Mr. Daniels was allegedly operating a vehicle which struck the vehicle Ms. Gotcher was operating. The complaint alleges that the Highway Division and Klamath County, who jointly maintain the intersection at which the accident occurred, were negligent in the design, construction and maintenance of the intersection and in failing to give the public notice of the hazard created by the intersection. The plaintiff seeks a judgment against the State in the sum of \$500,000 for general damages and \$48,246.98 in special damages.

EXHIBIT E
MINUTES OF 5/17/88

- 7874 -

REPORT OF CONDEMNATION CASES SETTLED

<u>Defendant</u>	<u>State's Offer</u>	<u>State's Highest Appraisal</u>	<u>Amount of Settlement</u>
Daniel C. Volk L-9025 R-55405 Section: Beaverton-Tualatin Hwy. at S. W. Oak St. Highway: Beaverton-Tualatin County: Washington	\$ 3,300.00	\$12,900.00	\$15,000.00

REPORT OF CONDEMNATION CASES DEFAULTED

<u>Defendant</u>	<u>State's Offer</u>	<u>State's Highest Appraisal</u>	<u>Amount of Settlement</u>
Billy J. Towery L-9067 R-55051 Section: Dover Lane-Bear Drive Highway: The Dalles-California County: Jefferson	\$1,255.00	\$1,255.00	JUDGMENT BY DEFAULT

REMARKS: Judgment by Default

REPORT OF TRIAL OF OTHER CASES - State Plaintiff

<u>Defendant</u>	<u>Cause of Action</u>	<u>Demands of Plaintiff</u>	<u>Verdict or Judgment</u>
Thomas J. Bond L-8692 CAO 85-63 County: Marion Highway: Willamina/Salem #30 (OR 22) Attorneys Fees: \$150.00	Property Damage	\$ 257.88	\$ 257.88

Court Costs: \$127.50

REMARKS: File returned - License suspended

Aaron R.Z. Nordholm L-8861 CAO 85-487 County: Coos Highway: MP 0.51 - Coos River Highway 241 Attorneys Fees: \$580.00	Property Damage	\$4,099.73	\$4,099.73
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Court Costs: \$ 87.70

REMARKS: File Returned - License suspended

EXHIBIT E
MINUTES OF 5/17/88

REPORT OF TRIAL OF OTHER CASES - State Plaintiff

<u>Defendant</u>	<u>Cause of Action</u>	<u>Demands of Plaintiff</u>	<u>Verdict or Judgment</u>
Thomas W. Marquard CAO 85-480 County: Clackamas Highway: Hwy. 1E Pacific East Rt. 99E MP 12.88 Attorneys Fees: -0-	Property Damage	\$9,567.23	\$9,567.23

Court Costs: \$87.70

REMARKS: File returned - License suspended

L-9145 - Inland Empire Bank v. O'Brien and State of Oregon. This was a Umatilla County suit by a mortgagor to foreclose its interest in a small piece of property. Briefly, the Highway Division purchased some property in Umatilla County in 1980 in order to facilitate the widening of the Umatilla Stanfield Highway. The piece of property which was the subject of this suit was purchased for \$750. However, the title was somewhat clouded by a series of second mortgages. To protect the State's interest, title insurance was purchased. In 1986, one of the second mortgagors foreclosed its interest. The mortgagor was not interested in getting the property back but did demand a cash settlement. A settlement of \$250 plus all attorney fees billed to the Highway Division was paid by the company which had provided the title insurance to the State. This case was resolved at no expense to the State.

	REPORT OF CONDEMNATION CASES SETTLED		
<u>Defendant</u>	<u>State's Offer</u>	<u>State's Highest Appraisal</u>	<u>Amount of Settlement</u>
Elwood E. Obert L-8945 R-54443 Section: 12th St. S.E.-24th St. S.E. Highway: Mission Street County: Marion	\$213,050	\$266,450	\$325,000

	REPORT OF CONDEMNATION CASES SETTLED		
<u>Defendant</u>	<u>State's Offer</u>	<u>State's Highest Appraisal</u>	<u>Amount of Settlement</u>
State of Oregon, Director of Veterans' Affairs L-9062 R-55456 Section: Empire-Coos Bay Hwy. at Woodland Dr. (Coos Bay) Highway: Empire-Coos Bay County: Coos	\$ 500	\$ 500	\$ 1,600

EXHIBIT E
MINUTES OF 5/17/88

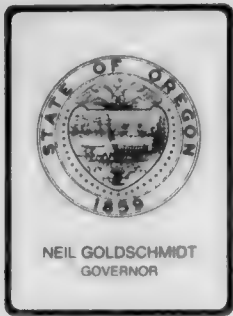


EXHIBIT F
MINUTES OF 5/17/88

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 11, 1988

In Reply Refer to
File No.:

TO: Oregon Transportation Commission

**SUBJECT: Confirmation Report
Action Taken Under Delegated Authority**


Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On April 11, 1988, \$5,670,275.53 was distributed to the counties as their share of motor vehicle revenues for the month of March, 1988.

On April 11, 1988, \$3,517,387.69 was distributed to the cities for the month of March, 1988.

(Lists of apportionments on file in Commission Files, Salem.)

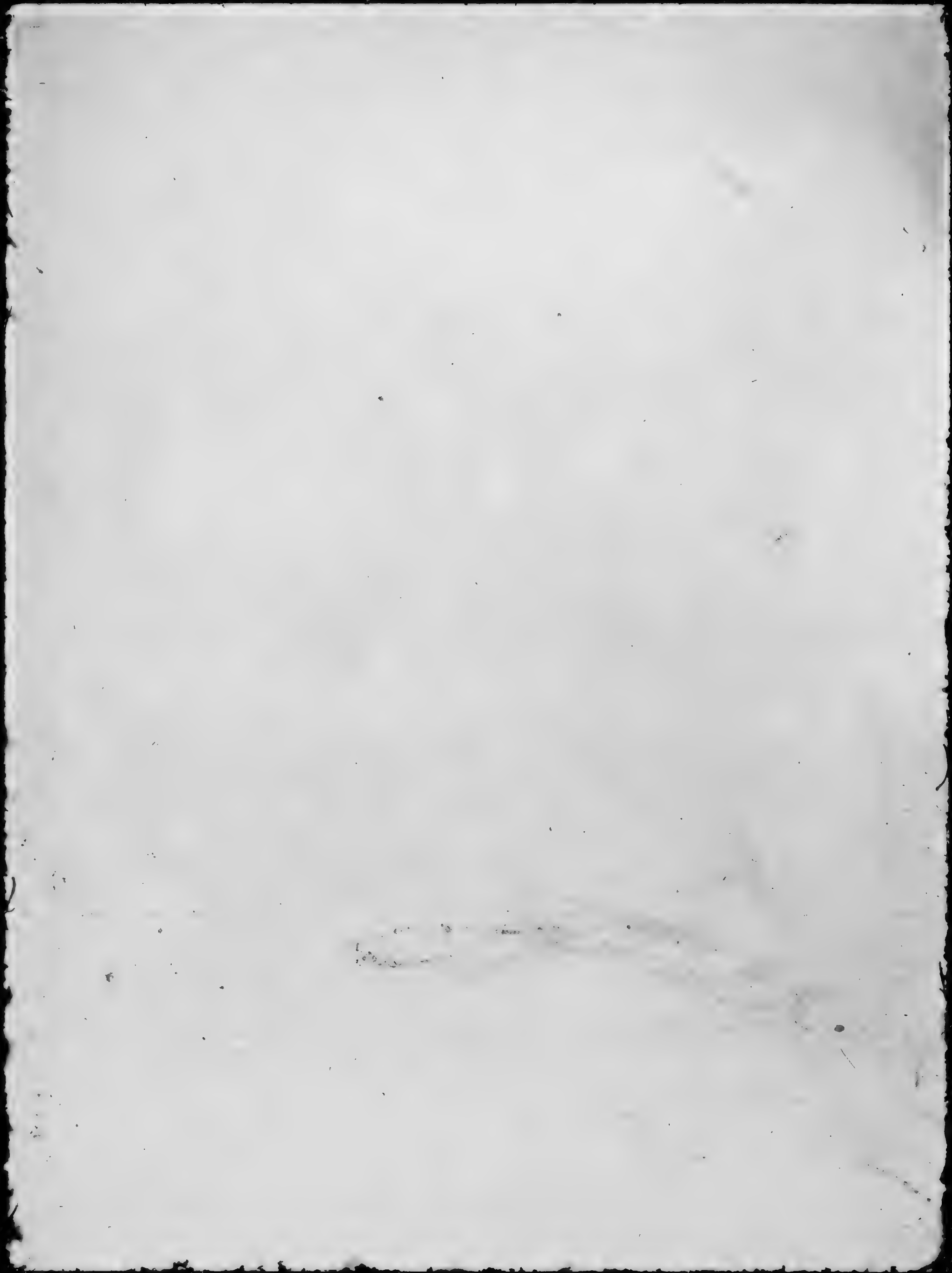
Dated this 11th day of April, 1988.

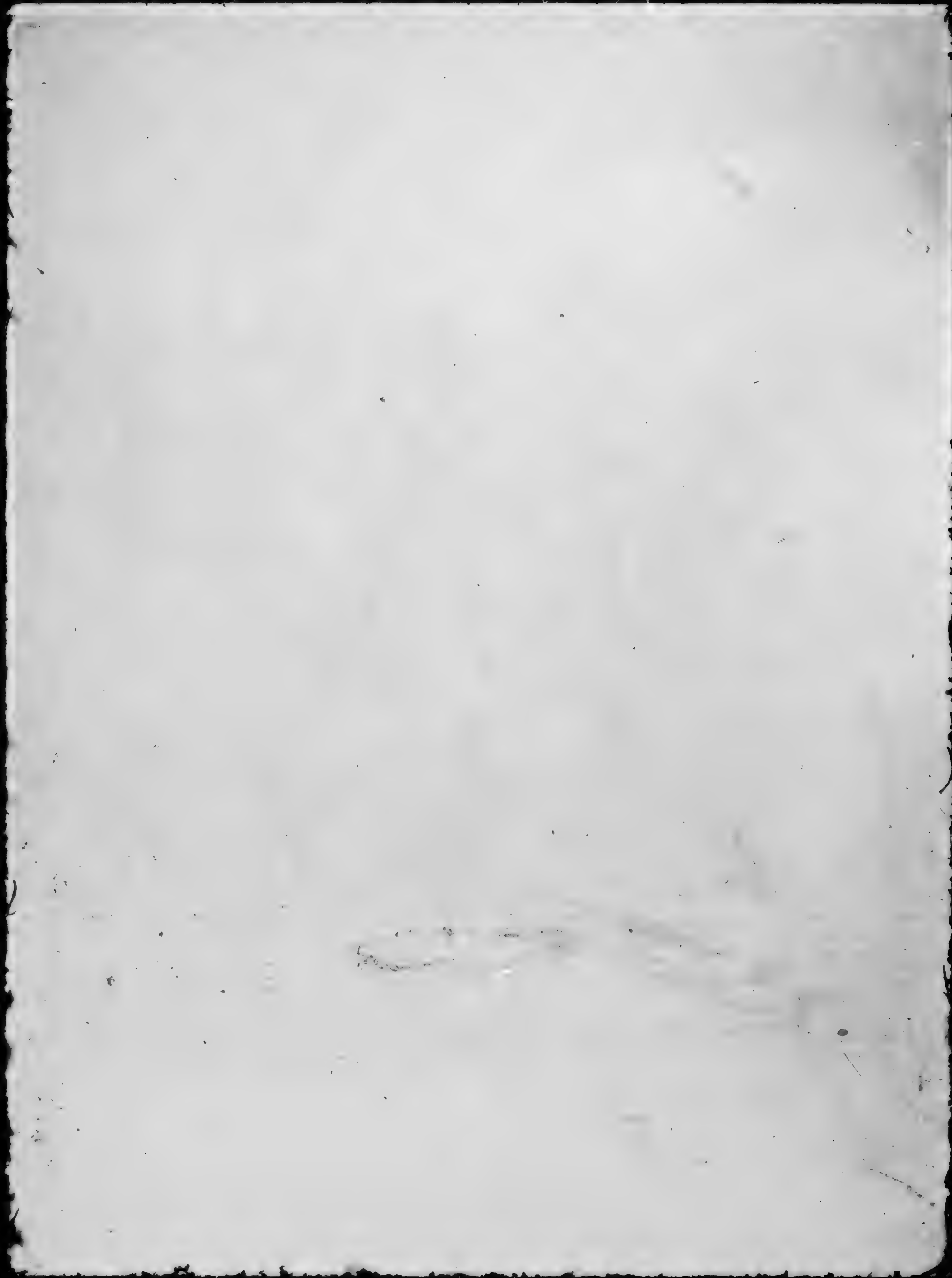

Douglass R. Goldbach, Controller
Highway Division

Attachments

cc: Bob Bothman
John Elliott

- 7877 -





MINUTES OF
OREGON TRANSPORTATION COMMISSION

DINNER
JUNE 19, 1988

BREAKFAST
WORKSHOPS
LUNCH
TOUR
DINNER
JUNE 20, 1988

BREAKFAST
AGENDA REVIEW
FORMAL MEETING
LUNCH
JUNE 21, 1988

Transportation Commissioners John Whitty and Cynthia Ford, along with the Executive Staff, had dinner at Chairman Michael Hollern's residence in Bend on Sunday, June 19, 1988, at 6 p.m. (Notice of the dinner had been made by press release to newspapers of local and general circulation throughout the State.)

Following breakfast at 7 a.m., Monday, June 20, 1988, the Oregon Transportation Commission held workshops in the Little Deschutes Room of The Riverhouse, 3075 North Highway 97, in Bend.

(Notice of the workshops, lunch, and tour had been made by press release to newspapers of local and general circulation throughout the State.) Present were Commissioners Michael Hollern, John Whitty, and Cynthia Ford, along with the appropriate staff for the various presentations.

The purpose of the 8 a.m. workshop was for the presentation of the 1989-91 proposed budgets for the Motor Vehicles and Highway Divisions.

Before the budget presentation, Mr. Moomaw asked Virlena Crosley to brief the Commission on several legislative concepts.

Ms. Crosley discussed the following legislative concepts and she handed the Commission written information. (Copy in Commission's files, Salem.)

- 1) Motor Vehicle insurance premium tax. The insurance industry has asked that the Division not proceed with this tax and replace it with a surcharge on driving records.
- 2) Surcharge on driving records. This would establish a \$3 surcharge for all abstracts of non-employment driving records and certified court print records and a \$1.50 surcharge for all abstracts of employment driving records. This would provide funding to cover the cost of driver safety and insurance related Motor Vehicles Division programs.
- 3) Four-year registration. She recommended withdrawing this concept due to opposition by the Department of Environmental Quality and the State Police. The Commission agreed to withdrawal of the concept.
- 4) Notices of non-issuance and cancellation. Drivers in the non-issue and cancellation of driving privilege stages would be sent notice by first-class mail, instead of certified mail. This would save \$343,295 the first biennium and \$393,605 for the 1991-93 biennium. The Commission agreed to this change.

Ms. Crosley said the next two concepts are not involved with the budget but need the Commission's attention:

- 1) Vehicles used in construction of highways. The current law exempts these drivers and vehicles from the entire Vehicle Code, including financial responsibility laws. The Attorney General's office has asked that legislation be introduced because current wording could affect traffic safety. The Commission agreed for the Division to proceed with the concept.
- 2) Clarifying that certain vehicles (government and farm) over 8,000 pounds of loaded weight are subject to the truck/bus speed of 55 miles per hour on interstate highways. The Commission agreed to this concept.

The Commission discussed the proposed legislation covering county registration. Ms. Crosley updated the Commission on the Division's activities with the counties on the drafting of this legislation.

Mr. Moomaw had previously mailed to the Commission the Motor Vehicles Division 1989-91 budget request. (Copy in Commission's files, Salem.) He said the budget request at the April 18 meeting has been modified as follows:

- 1) "Maintain Customer Service Decision Packages" have been established to identify staffing requirements due to workload increase and services and supplies exceeding 6% inflation. This was shown previously as "Base Budget Adjustments".
- 2) The March economic/transaction forecast has been used to determine required staffing.
- 3) Service and supplies expenditures have been more carefully analyzed and reflect more recent information, e.g., postal rate increases and graphic license plate requirements.
- 4) Enhance Decision Package #3 (improve customer service) has been downscoped with staffing needs to be obtained through use of limited duration and/or temporary positions.

Mr. Moomaw also discussed the staffing forecast procedure to support the workload increase decision package.

Mr. Moomaw discussed in detail the following budget request and the funding proposal: (For specific detail, see written document in Commission's files, Salem.)

Motor Vehicles Division
88-91 Budget Request
Summary
(\$ x thousands)

	Administration	Hearings	Licensing	Capital Construction	Capital Improvements	Total Amount	FTE
<u>87-88 Budget:</u>							
Other Funds	\$ 21,016	\$ 4,022	\$ 41,624	\$ 653	\$ 39	\$ 67,359	
Federal Funds	-	-	392	-	-	392	
Total	<u>\$ 21,016</u>	<u>\$ 4,022</u>	<u>\$ 42,016</u>	<u>\$ 653</u>	<u>\$ 39</u>	<u>\$ 67,751</u>	
FTE	95.9	41.0	684.35	-	-	-	820.85
<u>89-91 Adjusted Base Budget:</u>							
Total Adjusted Base Budget	\$ 19,794	\$ 4,393	\$ 43,909	\$ -	\$ -	\$ 68,096	
FTE	93.0	41.0	681.1	-	-	-	815.1
<u>Maintain Customer Service Decision Packages:</u>						\$ 2,378	30.4
1 - Workload Increase						3,635	
2 - Services & Supplies exceeding 6% inflation							
<u>Enhance Decision Packages:</u>						600	
1 - Commercial Driver Licensing						135	
2 - Highway Safety						513	
3 - Improve Customer Service						250	
4 - Headquarter Bldg. Renovation							
<u>Decrease Decision Packages:</u>						-0-	
1 - Four Year Vehicle Registration						(343)	
2 - Reduce Certified Mail						\$ 7,169	30.4
Total Decision Packages						\$ 75,265	845.5
Total Request							113

Motor Vehicles Division
1989-91 Budget Request
Budget Funding Proposal
(\$ x thousands)

1989-91 Agency Budget Expenditure Request	\$75,300
Ending Balance: Reserve for New Legislation	1,800
Reserve for Salary Increases	1,700
Total Expenditures and Reserves	<u>\$78,800</u>
1989-91 Funding Sources	
a) Fees for Services (no proposed increases)	\$47,800
b) Registration and Use Permit Fees	18,700
c) Fees Dedicated to Special Funds	2,300
d) Fuels Tax	1,600
e) Federal Highway Administration Grants	600
f) New Source to Eliminate Funding Non-Fee Programs from Registration Fees	* 7,800
TOTAL FUNDING	<u>\$78,800</u>

*Assumes Alternative A

The Commission expressed no opposition to Mr. Moomaw's budget presentation.

Mr. Forbes reviewed the Highway Division's budget premise and assumptions. He outlined the following impacts of the budget assumptions:

A 175 FTE reduction in staff yields approximately \$12.25 million per biennium.

Matching contract expenditures with revenue generation should yield an increase of \$92.0 million.

Reducing the ending fund balance to \$60.0 million should result in \$81.7 million in increased construction.

Providing State surface preservation with \$35 million per biennium will improve the quality of the roads and allow a reduction in maintenance over the long term.

Mr. Forbes reviewed the following chart entitled staffing reductions:

	<u>Current Authority</u>	<u>Reduced Level</u>
Construction Program	1,483.0	1,406.0
Maintenance Program	1,637.8	1,553.8
Administration Program	83.5	8.5
Materials Testing and Maintenance Services	<u>284.5</u>	<u>270.5</u>
TOTALS	3,488.8 FTE	3,238.8 FTE
Transfer of Highway Accounting		75 FTE
Staffing Reductions by June 30, 1991		175 FTE

On display for discussion purposes were the following charts:

(Continued on next page)

WORKING CAPITAL

1989-91 RESOURCES:

June 30, 1989 Beginning Balance	\$ 112.8
Revenues	\$ 1006.0
TOTAL	\$ 1118.8

1989-91 REQUIREMENTS:

1989-91 Budget	\$ 1058.8
Reserves:	
Salary Increases	\$10.0
Special Funds	\$10.0
Cash Flow	\$40.0
TOTAL	\$ 1118.8

CONSTRUCTION EXPENDITURES

1989-91

Construction:		
Contract Payments	\$488,000,000	75.8%
Construction Engineering	42,000,000	6.5%
Preliminary Engineering	55,000,000	8.6%
Right of Way	26,000,000	3.9%
Program Mgt.	33,000,000	5.2%
	\$644,000,000	100.0%

REVENUE / EXPENDITURES

(in Millions)

	1987-89 Estimated	1989-91 Proposed Budget
Beginning Balance	11.3	112.8
Revenues		
States		
HB 2106	\$ 46.2	\$ 47.7
HB 2112		
Maintenance	14.1	63.3
Maint. & Preservation	7.2	31.6
Total HB 2112	\$ 21.3	\$ 94.9
Standard Weight Mile, Fuel Taxes & Other	412.2	425.7
Bond Proceeds	79.7	0.0
Federal Aid	281.7	313.3
Internal Service Funds	104.7	124.4
Total Resources	\$ 957.1	\$ 1118.8
Expenditures		
Construction Program	\$ 475.4	\$ 645.2
Maintenance Program	212.0	233.3
Administration Program	12.7	12.1
Debt Service	23.7	31.6
Reimbursable Expend.	12.7	8.5
Material Testing		
& Maintenance Services	104.7	124.4
Capital Construction	3.1	3.7
Total Expenditures	\$ 844.3	\$ 1058.8
Ending Balances	\$ 112.8	\$ 60.0

MAINTENANCE PROGRAM PRIVATE SECTOR vs STATE

EXPENDITURES IN MILLIONS
1989-91

	1989-91 AMOUNT	%
PRIVATE SECTOR EXPENDITURES		
Contract Maintenance	\$15.0	
Purchased Materials, Fuel & Supplies	80.0	
Building & Site Improvement / Purchase	4.5	
Equipment Purchase & Repair	17.0	
Other	1.0	
	\$117.5	55.5%
STATE EXPENDITURES		
Program Mgt.	\$8.3	
General Maintenance	75.5	
Building & Site Improvement / Purchase	0.2	
Shop, Supplies & Storeroom	9.0	
Other	1.5	
	\$94.5	44.5%

Chairman Hollern inquired if the Lawnfield Maintenance Project was included in the \$3.7 million for capital construction. If it was not included, the budget should be changed to include that project.

There was discussion concerning private sector vs. State.

The Commission offered no objection to the presentation by Mr. Forbes.

At approximately 10 a.m., a workshop was held on the Six-Year Highway Improvement Program. Mr. Gilmour handed the Commission written documentation covering his presentation. (Copy in Commission's files, Salem.) He reviewed the guidelines for developing the 1989-1994 Program. He also outlined the major assumptions for the development of the program as follows:

- 1) Federal Funds will be at a level set by the 1987 Surface Transportation Act.
- 2) The Program will be based on Federal Fiscal years and on a five percent annual inflation.
- 3) Discretionary Federal Funds will be used in 1989.
- 4) The Interstate System will be completed by 1993.
- 5) Project priorities in the current Program will be retained.
- 6) Technical ranking will be considered in adding new projects.
- 7) Primary and secondary funds will be used as follows: 40% modernization; 54% preservation; and 6% operations.
- 8) Costs shown in the Program will be in 1989 dollars.

Mr. Gilmour then discussed the State and Federal Funds as distributed by Regions, the breakdown of funds from House Bill 2112, and the contract dollars by Region for the six periods of the Program.

Mr. Gilmour outlined the assumptions for the use of House Bill 2112 Funds for development of the Program as follows:

- 1) Expenditures will be focused on improvements to Access Oregon Highways. Funding priorities are as follows:
 - a) Projects on Access Oregon Highways approved for development work in the 1987-1992 Program.
 - b) Passing lane and climbing lane projects on Access Oregon Highways.
- 2) Structural preservation of pavements on Access Oregon Highways and priority non-access Oregon projects not otherwise funded in the Program.

(Continued on next page)

- 3) \$5 million per year will be expended on Immediate Opportunity Fund Projects.
- 4) Projects will be identified for contracting in 1989, 1990, and 1991.
- 5) Technical rankings will be considered in project selection.
- 6) There will be an equitable distribution of funds based on regional needs.
- 7) Contracting levels will maximize the expenditure of revenue.
- 8) The six guidelines summarized by Mr. Bothman at the May 16, 1988, workshop were incorporated into the analysis.

Mr. Gilmour commented that he is seeking approval of the Proposed Program at the workshop so it can be released for review by local governments and other interested parties. He said public comments then would be heard at the July meeting with final approval of the Program in August. (The Proposed Program and a list of recommended projects funded with HB2112 revenues had been mailed to the Commission on June 15, 1988, for their review.)

There was discussion concerning transferring HB2112 Funds from the Jewell Junction-Osweg Creek Section Project of the Sunset Highway to the Camas Valley Section on the Coos Bay-Roseburg Highway. A decision was made to do this. Chairman Hollern also suggested moving the Century Drive to Mt. Bachelor Project from construction to the developmental section and Mr. Gilmour indicated this would be done in the Proposed Program.

Each of the Region Engineers commented on the Proposed Program.

The Commission agreed that the changes were acceptable and for the staff to proceed with printing of the Proposed Program.

The Commission viewed a video on recycling. Following the video, the workshop adjourned at 11:30 a.m.

By bus, the Commission traveled to the Juniper Golf Club, 139 S. E. Sisters Avenue, in Redmond to have lunch with local officials. (There were approximately 12 local officials present.) En route to the luncheon, Bill Jaqua, Executive Director of the Redmond Economic Development Assistance Partnership, discussed the rapidly growing Redmond Industrial Park. He said improving Highway 97 will encourage new businesses to come to the Park.

Following lunch, Mayor Bob Riggs of Redmond complimented the Commission on the way they are planning for the transportation needs. He felt it was a good decision to include Highway 26 as an Access Oregon Route. He was appreciative of the quality of the communication between the Highway Division and the local officials. He was concerned about accesses to Highway 97. He said they do not foresee a commercial strip between Redmond and Bend and they will support a high-volume traffic mover. By use of a map, he discussed alternate ways to move traffic through town. He also mentioned the Yew Interchange, which he felt was a keystone to building a north-south alternative route. He said the interchange would open up an area where industrial and residential growth will occur. He thanked the Commission for coming to Redmond.

Robert DeLong, Redmond City Manager, felt that the transportation infrastructure is a key part in continuing the economic development and in diversifying the economy. He said the widening of the corridor between Bend and Redmond is one of the most important transportation links in the Central Oregon region. He discussed the importance of the proposed Yew Avenue Interchange. By improving that interchange, he said there would be a link between the business community around the airport and the southwest residential area. He also discussed the importance of the access to the airport.

Bill Jaqua explained how the community organized its economic development activities by a partnership between business and government.

The Commission then toured an expanding business, Trueline Manufacturing Company, maker of Trueline Oak Doors, in Redmond.

The Commission viewed a recycling project on the Redmond-Prineville Highway. Dick Nelson, District Maintenance Supervisor, said this section was one of the earlier recycle projects. He explained that the project had been recycled twice.

Mr. Allen explained to the Commission the cost comparison of cold-hot mix recycling and overlay costs vs. recycle costs. He discussed the potential savings for the recycling process. He said the recycle pavement begins in a softened condition and hardens as it cures. The life span of recycled pavement is projected to be the same as overlay and there is a potential it could be longer.

The Commission traveled on US20 (Central Oregon Highway) and viewed the Powell Butte Junction-Arnold Ice Cave Road Project. Steve Macnab from Region 4 said the project was completed in seven months instead of two years.

The tour concluded at the top of Pilot Butte in Pilot Butte State Park. The bus returned to The Riverhouse at 4:45 p.m.

At 7 p.m., June 20, 1988, Commissioners Michael Hollern, John Whitty, Cynthia Ford, and David Bolender, along with the Executive Staff, had dinner in the Little Deschutes Room at The Riverhouse in Bend with Tri-County officials and legislators. (Notice of the dinner had been made by press release to newspapers of local and general circulation throughout the State.) No presentations were made following dinner. (There were approximately 11 local officials in attendance.)

At 7:15 a.m., June 21, 1988, Commissioners Michael Hollern, John Whitty, Cynthia Ford and David Bolender, along with the Executive Staff, met in the Metolious Room, The Riverhouse, Bend, for breakfast and the agenda review. (Notice of the breakfast and agenda review had been made by press release to newspapers of local and general circulation throughout the State.)

The Commission was briefed on the following items:

- 1) Schedule of formal meeting.
- 2) John Hassell, consultant with Ron Linton, will meet with the Commission for dinner on July 14, 1988, to discuss the Federal Funding strategy for US101 Coast Parkway.
- 3) Rescinding delegation orders and adopting new orders. (See formal meeting for action.)
- 4) Lawnfield Maintenance Facility. (See formal meeting for action.)
- 5) Delegation schedule during formal meeting.

Rick Kuehn, Region 1 Engineer, discussed with the Commission the proposed draft Immediate Opportunity Fund. He said the draft has incorporated the comments received at the last Commission meeting. The revisions are:

- 1) To incorporate the concept for retaining industries as well as attracting new industries.
- 2) To clarify that 50 percent local match is the normal matching requirement.
- 3) To incorporate the concept that the applicant for a project off the State Highway System would normally provide the right of way.

Mr. Kuehn mentioned that the \$500,000 maximum per project is only a guideline and can be exceeded by the Commission in extraordinary circumstances if the project proposals so warrant. The Immediate Opportunity Fund will be presented to the Commission at a later date for approval.

Mr. Kuehn also outlined the status of a proposed draft agreement with the Port of Portland, Private Industry Council, Intel Corporation, BiiN, Governor of Oregon, and the Department of Transportation. This agreement covers improvement commitments to support the BiiN economic development in Hillsboro, such as Cornelius Pass Interchange, Helvetia Interchange, Cornell Road west of Cornelius Pass Road, Cornelius Pass Road from Cornell Road to Cornelius Pass Interchange, Evergreen Road, improvement of intersection at Cornell and Brookwood Road, improvements to intersections at Cornell Road and Shute Road and 25th Avenue, higher education, employee training and recruitment, development of a program to attract airlines to improve service to New York and Europe, and commitment in loans and grants. (Draft of agreement in Commission's files, Salem.)

Three additional items were discussed with the Commission as follows:

- 1) Motor Vehicles Division telephone study. (See formal meeting minutes.)
- 2) Naming the Knowles Creek Tunnel for former Lane County Commissioner Ralph Petersen. (The staff was instructed to review their guidelines.)
- 3) Eastbank Freeway Study.

The agenda review ended at 8:59 a.m.

At 9 a.m., June 21, 1988, the Oregon Transportation Commission held its regular monthly meeting in the Little Deschutes Room, The Riverhouse, 3075 N. Highway 97, Bend. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.)

Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
David F. Bolender, Member
Cynthia J. Ford, Member
Robert N. Bothman, Director of Transportation
Gary Potter, Director of Administration
John Elliott, Special Assistant to the Director, Office
of Public Affairs
David P. Moomaw, Administrator of Motor Vehicles Division
John Lilly, Assistant Administrator of Parks and Recreation
Division
Paul Burket, Administrator of Aeronautics Division
Dennis Moore, Administrator of Public Transit Division
Donald E. Forbes, State Highway Engineer
Don Adams, Deputy State Highway Engineer
Steve Macnab, representing Region 4
Dale Wilken, Division Administrator, Federal Highway
Administration
Virginia Carey, Acting Manager, Administrative Services
Barbara Kuehn, Commission Services

There were other staff persons present, including members of the news media.

Chairman Hollern called the meeting to order. Commissioner Duvall was absent as he was out of the State.

Commissioner Bolender moved for approval of the following items on the consent calendar. The motion carried unanimously by the Commission.

- 1) Minutes of the following meetings:
 - a) Futures Forum Conference on May 6, 1988.
 - b) Commission meetings of May 16 and 17, 1988.
- 2) Adopted resolution declaring necessity of certain real property for public purposes and authorizing condemnation. ("Real Property Condemnation Resolution No. 2799" in Commission's files, Salem.)

(Continued on next page)

3) Adopted resolutions covering the abandonment of the following sections of highways:

a) A short segment of former alignment on the Cottage Grove Line Change Section of the Goshen-Divide Highway No. 226 in Lane County to the abutting property owners. ("Abandonment Resolution No. 630" in Commission's files, Salem.)

b) Anderson-Draper Valley Rd. Section of the Redwood Highway 25 in Josephine County. ("Abandonment Resolution No. 631" in Commission's files, Salem.)

4) Accepted an option to purchase 0.73 acre of land with a cash payment of \$49,500 and an exchange of land to make up the difference adjacent to the Smith Rock State Park in Deschutes County. There is the need for an on-site manager at the Park and the construction of a residence would be more costly than the purchase of the three-bedroom home located on the property. The land exchange involves three surplus lots located at Nehalem Bay State Park (Manzanita) valued at \$13,500.

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission files in Salem.)

Chairman of Commission
Vice Chairman of Commission
Director of Transportation
State Highway Engineer
Right of Way Manager
Parks Administrator
Chief Counsel
Highway Controller

Exhibit A
Exhibit B
Exhibit C
Exhibit D
Exhibit E
Exhibit F
Exhibit G
Exhibit H

The Commission recognized Marilyn Richards, secretary to Dale Allen, who was selected as the 1988 winner of the Isabel Albright Secretarial Award.

The Commission also recognized John Elliott and Dennis Moore, who have received their Master's Degree in Public Administration.

The Commission unanimously confirmed their next meeting date of July 15, 1988, in Salem, at 9 a.m., with a dinner the preceding evening. A tentative date was set by the Commission for a telephonic meeting on August 16, 1988, at 10 a.m.

June 21, 1988

Mr. Potter recalled that in May new delegation orders had been handed to the Commission. He said if the Commission did not have any questions, he would recommend rescinding previous delegation orders and adopting new orders. Commissioner Bolender moved for approval of the recommendation and the motion carried unanimously. The Commission rescinded "Delegation Orders Nos. 21, 22, 23, 24, 25, 26, and 27" and adopted "Delegation Orders Nos. 28, 29, 30, 31, 32, 33, and 34". (Copies are on file in Commission's files, Salem.)

Ed Immel, Rail Planner, recalled that in November 1986 the Emergency Board had set aside \$975,000 in stripper well oil overcharge funds to be used by the Department as 50 percent match for the purchase of the Southern Pacific Transportation Company's Jefferson Street Rail Line between Portland and Lake Oswego. He said the Emergency Board stated that before the funds could be released, the Commission should be satisfied that five conditions have been met. Mr. Immel said the following conditions have been satisfied:

- 1) Local affected governments express support for the project.
- 2) The option money is raised locally.
- 3) Local match is assured and final acquisition costs determined.
- 4) The public transportation project conforms to the guidelines established for use of stripper well funds.
- 5) Title sufficient to operate the line for rail purposes is obtained as evidenced by opinion of independent counsel.

Mr. Immel also recalled that in June 1987 the Department entered into an agreement with the City of Portland setting forth the conditions whereby the funds would be used to assist in the purchase and preservation of the line. He said that there are two major changes that need to be made to the agreement covering the Lake Oswego extension and progress payments.

Mr. Immel requested the following action be approved:

- 1) Release \$654,540 in stripper well funds to be used to assist in the purchase of the Jefferson Street Rail Line.
- 2) Direct the Department to withhold \$320,460 in stripper well funds. These funds will provide 50 percent in State match to be used at a later date for:

(Continued on next page)

- a) Extend the line into Lake Oswego (\$200,000).
- b) Further line preservation activities (\$120,460).
- 3) Authorize Director to enter into and execute contract amendment with City of Portland.

Commissioner Bolender moved for approval of the above items. The motion carried unanimously by the Commission. Roger Millar from the City of Portland said the purpose of the purchase was to preserve the corridor for future transit use. He mentioned that the City was negotiating with several non-profit groups to resume passenger/recreation operations, subject to their assuming the liability and operational costs.

Mr. Potter introduced Roland Casad, newly appointed Manager of the Policy and Planning Section.

Mr. Potter gave a brief overview of the Department's proposed transportation plan strategies. By use of flipcharts, he outlined the following points: (Written copy of flipcharts in Commission's files, Salem.)

- 1) Mission: Promote growth in Oregon's economy and quality of life by providing rapid, safe and economical transportation and recreation systems, facilities and services to citizens and visitors.
- 2) Organizational values:
 - a) Service to the public
 - b) Contribution to Oregon
 - c) Quality management
 - d) Pride in employees
- 3) Strategies:
 - a) Improve transportation strategies for Oregon
 - b) Improve investment management
 - c) Improve personnel and financial management
 - d) Improve communication

(Continued on next page)

4) Critical success factors:

- a) Monitor implementation
- b) Measure success

Mr. Potter said as a result of the workshop after the Futures Forum a goal statement was developed and six of the highest ranking concepts were evaluated as follows:

- 1) Goal: The primary goals of Oregon's transportation strategy are to enhance quality of life and to improve economic opportunities.

2) Six concepts:

- a) Integrate land use planning with transportation planning;
- b) Improve Oregon's competitive position in markets;
- c) Identify optimum transportation financing;
- d) Pursue multi-modal options for services and facilities;
- e) Improve flexibility to respond to change; and
- f) Improve consensus building with legislature, local government, private business, and the public.

Mr. Potter said the strategies process will continue as follows:

- 1) An ad hoc committee has been formed on international trade in cooperation with the Economic Development Department.
- 2) An ad hoc committee should be formed on the quality of life in terms of land use and transportation.
- 3) Prepare strategy analysis as needed.
- 4) Develop critical success factors.

(Continued on next page)

- 5) Hold regional meetings in September to produce a strategy document in November.

Mr. Potter outlined the regional meeting goals, alternative local meeting formats, proposed agenda for the meetings, and meeting locations. He suggested a series of ten meetings statewide, two in each region. After the regional meetings, he outlined the following schedule:

October: Review meeting results and final approval of strategies.

November: Approve plan

December: Distribute plan

Mr. Elliott reported that the Department has launched a statewide anti-litter campaign with the theme "Oregon's Picking Up. Please Don't Litter." He gave the Commission an update on their approval of a \$20,000 project last year to address the roadside litter. He said as a result of this investment, the campaign has become a joint venture between the Department and major corporate sponsors. He cited the following examples:

- 1) U. S. Bank has designed and produced 5,000 full-color posters. Contribution: \$12,000.
- 2) Northern Light Studio of Portland has done poster photography. Contribution: \$2,000.
- 3) Fred Meyer is printing the theme on about 70,000 grocery bags. Contribution: \$10,000.
- 4) Boise Cascade and 7-Eleven Stores will produce and distribute anti-litter bags during the summer months. Contribution: \$12,000 to \$20,000.
- 5) KGW-TV will produce radio public service announcements carrying the campaign theme.

Mr. Potter told the Commission of the progress made on the Department's contributions to Governor Neil Goldschmidt's challenge to Boards and Commissions entitled Children's Agenda. By flipcharts, he outlined the activities of the Department and the existing activities relating to the Children's Agenda, such as summer Youth Litter Patrol, Jackson Scholars Program, Youth Conservation Program, Judson Middle School Business in Education Partnership, etc. (Written copy of flipcharts in Commission's files, Salem.)

Mr. Potter then reported to the Commission the Department's Child Care Goals as follows:

- 1) Child care locator service (information and referral service).
- 2) Revised flexible work hours for child care.
- 3) On-site work/family seminars.
- 4) Child care information distribution.
- 5) Study/action plan for day care services.
- 6) Implementation of action plan.

Mr. Potter said the Department is ready to proceed with the implementation of the action plan and he asked Sandy Stafford from Chemeketa Community College to explain the proposal.

Ms. Stafford outlined the benefits for providing adequate care for children and the unique attributes to the program. (See written documentation in Commission's files, Salem.) She identified two proposed child care center locations for Department employees and other State employees in the Salem area:

Site A: Old Governor's Mansion at
796 Winter Street, N. E., 35
children aging from 2.5 to 6
years.

Site B: Environmental Section Building
at 324 Capitol, 30 children aging
from 6 weeks to 2.5 years.

Ms. Stafford reviewed the initial costs with a total cost of \$180,000 to upgrade both sites for occupancy by January 2, 1989. She displayed a chart showing the monthly child care rates for Salem, Portland, and Eugene. The proposed monthly rates for the State site are: Pre-school \$225 and infant/toddler \$365. The final chart displayed monthly operation costs and revenues. (See written charts in Commission's files, Salem.)

Mr. Potter said the staff would come back to the Commission at a future date to discuss specific issues and to obtain approval of the plan.

Chairman Hollern said he was delighted that the concept was coming from an agency that would not normally be considered a leader in the children's agenda and a child care project.

Victor Dodier requested approval of a demonstration grant to the City of Florence to begin a new public transportation service. He explained the project is designed to flexibly meet the needs of the general public, elderly and handicapped people in Florence. The project will coordinate volunteers, social service transportation, and the Florence taxi cab. The project requires the commitment of up to \$52,600. He also requested authority for the Administrator of Public Transit to enter into and execute an agreement with the City of Florence. Commissioner Ford moved for approval and the motion carried unanimously by the Commission.

Mr. Moomaw introduced Jim Hunter, the newly appointed Deputy Administrator of Motor Vehicles. Mr. Hunter replaced Harvey Ward, who retired.

Mr. Hunter asked the Commission to consider approving a request to the Emergency Board to continue for the rest of the biennium a telephone pilot project. He explained that this involves the rerouting of telephone calls in the Portland metropolitan area to the Oregon Women's Correctional Center. Based on the results of a pilot project, it has been determined to be the most cost effective alternative for maintaining improved service levels for customers visiting or telephoning the Portland area offices. He requested that the Commission approve the following request to the Emergency Board:

- 1) Increase the Division's 1987-89 budget expenditure limitation by \$387,556.
- 2) Authority to establish three permanent positions.
- 3) Authority to continue nine limited duration positions through December 1988.
- 4) Authority to establish three limited duration positions through April 1989.

Vice Chairman Whitty moved for approval of the request. The motion carried unanimously.

Mr. Hunter introduced Russ Graham, Assistant Administrator for Field Services. Mr. Graham gave the Commission a regional report on the Field Offices and a brief report on the extended hours project. His comments are summarized as follows:

- 1) A new field office will open in Redmond in October.
- 2) The field office in Bend has outgrown its current location. Plans to relocate that office are included in the 1989-91 budget.

(Continued on next page)

- 3) The Prineville office is one of six offices statewide that remains open until 6 p.m.
- 4) The extended hours pilot project is being evaluated for its effectiveness.

Mr. Burket introduced Don Clausen, Special Assistant to the Administrator of the Federal Aviation Administration.

Mr. Clausen advised the Commission that Mr. Burket had received a commendation from Allan McArtor, Administrator of the Federal Aviation Administration, for his outstanding contribution in the field of aviation and for being a national leader and principal advocate of the Loran C electronic navigation system. Chairman Hollern on behalf of the Commission congratulated Mr. Burket.

Mr. Clausen spoke to the Commission regarding the IMPACT 88 Program, which will focus on aircrew performance, airline accountability, airport development, airspace capacity, advance technology, aviation awareness, air transportation security, and agency effectiveness. He felt that the public's perception and understanding of aviation and airports are not adequate. (He handed the Commission a brochure entitled IMPACT 88 Under Way. Copy in Commission's files, Salem.) He believed that aviation awareness, airport development, and air transportation need to be given more emphasis in terms of priority consideration in the total transportation system. He asked the Commission to participate in a campaign to restore the public's confidence in aviation that would extend into the nation's schools and the communities. He concluded by saying that he will be working with the Aeronautics Division through 1988. Chairman Hollern responded that the Commission accepts his challenge to participate in aviation awareness.

In the absence of Mr. Talbot, who was on assignment to the Governor's Office, Mr. Lilly briefed the Commission on the progress of the 2010 Plan meetings being held throughout Oregon. He mentioned that two public meetings were planned in Bend on June 22 and in The Dalles on June 23. He said the 2010 Committee will complete their work in July with a final report to the Commission in the Fall on the State Park System for the next 20 years. He mentioned that one of the major issues is funding.

Mr. Lilly briefed the Commission on the activity at the State and Federal levels to add rivers in the Federal Wild and Scenic River System and the State Scenic Waterway Program. He said measures have been introduced in Congress that would add 40 and 45 rivers respectively to the Federal System. The effect of the designation would be to prohibit dams and require a Federal managing agency to develop a management plan for the river area within three years of passage. (See written letter dated June 7, 1988, with more details in Commission's files, Salem.)

Concerning the Oregon Scenic Waterway Program, Mr. Lilly said an initiative petition is now being circulated to put a measure on the November 1988 ballot to add 11 rivers to the existing system. (See written letter dated June 7, 1988, with more details in Commission's files, Salem.)

Jerry Lucas, Parks Supervisor, gave a report on the parks system in Region 4.

Mr. Lilly briefed the Commission on the Committee formed to develop a recreation management plan for the Deschutes River from Pelton Re-Regulating Dam to the confluence with the Columbia River. He said this was a special nine-member committee appointed by the Governor as a result of House Bill 3019C passed by the 1987 Legislature. He mentioned the committee has held several meetings and will submit a plan to the Commission for adoption of an administrative rule in the Fall of 1989.

Mr. Lilly requested approval to develop a legislative concept that would permit the use of hydroelectric fees for water-related outdoor recreation planning. He also mentioned that a decision package in the amount of \$135,000 has been included in the 1989-91 budget that would add one full-time position to focus on water resource planning and instream water rights issues. It is anticipated to fund this work with hydroelectric fees. The Commission agreed to development of the concept.

Mr. Forbes recalled previous discussions with the Commission concerning the proposed Lawnfield Maintenance Facility in Clackamas County. He said the last discussion of October 20, 1987, requested that the staff return with a benefit-cost study. (An economic analysis had been mailed to the Commission on June 14, 1988. Copy in Commission's files, Salem.) He said it was necessary to increase the scope of the design work performed by Gannett Fleming Engineers and Planners but it will not exceed \$388,883. He mentioned that each phase would be reevaluated to assure a continued positive benefit-cost ratio before progressing to the subsequent phase. This periodic reevaluation will insure that the best investment of limited resources is achieved. He recommended amending the personal services contract with Gannett Fleming Engineers and Planners to an amount not to exceed \$388,883 and requested authority to sign the amendment. Commissioner Bolender moved for approval of the request. The motion carried unanimously by the Commission.

Mr. Forbes requested approval of agreements to continue ongoing transportation planning activities for Fiscal Year 1989 with metropolitan planning organizations. He said the Federal Highway Administration has apportioned \$407,051.01 for Oregon's planning process. Matching ratios for these funds are 89.06% Federal and 10.94% State. State Funds will be used to provide this match. The distribution of funds would be as follows:

(Continued on next page)

<u>Urbanized Area</u>	<u>Federal Funds</u>	<u>State Funds</u>	<u>Total</u>
1) Portland-Vancouver	\$192,467.57	\$23,642.43	\$216,110.00
2) Salem-Keizer	85,027.07	10,444.60	95,471.67
3) Eugene-Springfield	86,705.23	10,650.74	97,355.97
4) Medford-Central Point	41,960.54	5,154.37	47,114.91
5) Longview-Kelso-Rainier	890.60	109.40	1,000.00
	<u>\$407,051.01</u>	<u>\$50,001.54</u>	<u>\$457,052.55</u>

In addition to the above funds, \$150,000.00 of Department of Transportation funds will be passed through to the Metropolitan Service District (Portland-Vancouver) to augment the allocated Fiscal Year 1989 PL funds. The agreement with the Portland area provides a total of \$366,110.00 for the 1989 Fiscal Year.

Mr. Forbes also requested authorization to sign agreements with Metropolitan Service District, Mid-Willamette Valley Council of Governments, Lane Council of Governments, Rogue Valley Council of Governments, and Cowlitz-Wahkiakum Governmental Conference. The Commission unanimously approved the request to continue the planning activities and authorized the State Highway Engineer to sign the agreements.

Mr. Forbes reported that as requested by Governor Goldschmidt the Highway Division participated in a program to employ on a temporary basis migrant workers. He said that a number of counties had an unusually large amount of migrants arrive well in advance of the harvests. He commented that about 100 migrants were hired to pick up litter on June 1 in the Portland area. The program was terminated early following requests from the farmers to return the migrants to the fields to assist with the strawberry harvest.

Carol Mitchell advised the Commission that a groundbreaking ceremony is scheduled for Monday, July 25, at 10:30 a.m. in Waldport for the construction of the Alsea Bay Bridge.

Steve Macnab gave the Commission a report on the US97 Corridor Study. His report consisted of the following areas:

- 1) Highway Plan defines level of importance of each highway, matches projected revenue with system needs, and designates acceptable level of service.
- 2) Six-Year Program sets specific funding strategies, establishes statewide project priorities, and identifies specific projects for construction.

(Continued on next page)

- 3) Corridor Study defines specific route needs, defines current/projected level of service, identifies specific modernization strategies, and planning tool or highway improvement program.

Mr. Macnab said the corridor study for US97 covers the highway from the Columbia River to the California border. He displayed a map of US97 that outlined the segments of highway for improvement. He said the study identified about \$175 million in potential improvement projects for the next 10 years. (Copy of written material in Commission's files outlining segments of highway identified for improvement.)

Larry Rice, Deschutes County Public Works Director, read Commissioner Tom Throop's presentation. The presentation requested inclusion of the Middle Unit, Bend to Sunriver, of The Dalles-California Highway (US97) to the Six-Year Highway Improvement Program. Commissioner Throop's letter also mentioned a program to identify hazardous intersections between State highways and County roads to be funded by matching State and County dollars. (Letter in Commission's files, Salem.)

Dan Young, Manager and Developer for Sunriver Properties, encouraged the Commission to include the Middle Unit of the proposed three-phase improvement project on The Dalles-California Highway from Bend to Sunriver in the next Six-Year Highway Improvement Program. He said it is important to all of Southern Deschutes County and to Sunriver especially.

Sheridan Atkinson from Sunriver Properties said he was very concerned about traffic on Highway 97 (The Dalles-California Highway). He also mentioned the expansion of Sunriver Properties and stated that most of the travel to Sunriver is by car. He supported Mr. Young's suggestion to include the Middle Unit of Highway 97 in the update of the Six-Year Highway Improvement Program.

Gary Fiebick, Sunriver Realty, spoke regarding the impact of real estate development on Highway 97. He requested that the Middle Unit of Highway 97 be included in the Six-Year Highway Improvement Program Update. His comments are summarized as follows:

- 1) It is important that the highway be improved between Redmond and Sunriver since Redmond supplies the air traffic for Sunriver.
- 2) Other smaller cities and subdivisions would benefit economically from the Middle Unit.
- 3) There are 300,000 visitors per year that come to Sunriver and over 90 percent arrive by automobile.
- 4) Children are bused from Sunriver to Bend; therefore, safety is a concern.

Michael J. Levin, General Manager, Sunriver Owners Association, requested inclusion of the Middle Unit of Highway 97 (The Dalles-California Highway) between Sunriver and Bend in the Six-Year Highway Improvement Program Update. He said the condition of the highway in conjunction with heavy traffic and wintertime conditions make it imperative that it be included in the Program. (Letter in Commission's files, Salem.)

Stanley D. Owen, President, Sunriver Owners Association, read a letter addressed to the Deschutes County Commissioners dated March 23, 1988, on behalf of the Sunriver Board of Directors. The letter indicated that the Board is concerned and disappointed that the Middle Unit is not included for improvement in the 1988 Six-Year Highway Improvement Program. It said that Highway 97 between Bend and Sunriver has long been recognized as a very dangerous stretch of highway. The letter concluded by saying that in view of the long history of traffic accidents, the Board expresses their gratitude for the Commission's assistance in including the Middle Unit in the update of the Six-Year Highway Improvement Program. (Letter in Commission's files, Salem.)

Richard B. Wright from Sunriver stated that Highway 97 carries an increasing high volume of long-distance trucks destined for Washington or California, tourists and recreationists, and local traffic to and from expanding commercial centers along its route. He felt that the Department's estimate of traffic volume was low. He mentioned that the visitors are not accustomed to the local weather conditions and this adds to the difficulties on narrow, high-traffic density thoroughways. He said if the short stretch of road south of the railroad overpass is not four-laned it would create congestion, lack of passing opportunities, and extra hazards with vehicles turning to Deschutes River Woods, the weigh station, and the High Desert Museum. He requested that the complete stretch of highway be placed in the Program. (Written letter in Commission's files, Salem.)

R. P. Hatch, Sunriver, spoke to the issue that visitors are generally unfamiliar with rapid surface changes and general driving conditions in the winter. He felt that widening the north and south sections and omitting the center would create a funnel one lane each way with no opportunity to pass and on surfaces capable of icing over very quickly. He urged that the Middle Unit be included in the Program. (Written letter in Commission's files, Salem.)

Gayle Goyins, Sunriver Owners Association, stated there would be serious problems getting emergency vehicles from Bend to Redmond due to the two lanes in the Middle Unit of Highway 97. He mentioned the traffic congestion due to the tourists and possible evacuation of Sunriver if there were an emergency situation. He asked the Commission's consideration of including the Middle Unit not only for the day-to-day operations but as a potential fire area.

Ken Turner, a resident of Sunriver and a member of the Sunriver Chamber of Commerce, stated that motorists are being discouraged from traveling Highway 97 because of the accident factor. He felt that tourism is vital to Oregon's economic comeback and that Highway 97 may prevent visitors from coming back to Oregon. He asked that the Commission reconsider the Middle Unit of Highway 97. He also mentioned that eight groups or associations at Sunriver support his views. Mr. Turner submitted a petition signed by approximately 176 persons representing over 90 percent of the commercial business interests in Sunriver and requesting inclusion of the Middle Unit in the immediate improvement plans for Highway 97. (Letter from Mr. Turner and petition in Commission's files, Salem.)

Dave Buffam, President of the Sunriver Area Chamber of Commerce, went on record opposing the present plan of funneling traffic from four lanes to two lanes and back to four lanes from Bend to Sunriver. He asked the Commission to reconsider adding the Middle Unit to the Six-Year Highway Improvement Program.

Byron Hendricks advised the Commission that 220 children are being transported from the Three Rivers area to the Bend-LaPine School Districts. He said the funneling of traffic from four lanes to two lanes for a school bus without seat belts is a serious hazard to the children. He requested the Commission's consideration of including the Middle Unit in the Six-Year Program. (Letter in Commission's files, Salem.)

Peter Phillips, Sunriver Lodge and Resort, summarized his comments as follows:

- 1) The lodge and resort employs from 350 to 550 persons, depending on the season.
- 2) On an annual basis, the resort has approximately 250,000 visitors.
- 3) The resort has 500 conferences a year, bringing \$6 million to \$7 million in revenue to Central Oregon.

Mr. Phillips concluded by saying that their employees and visitors all use this portion of Highway 97 as their means of travel to the resort.

Ken Turner submitted a letter from Mark Halvorsen of Village Properties that expressed concern for the unsafe passing conditions on Highway 97 from Bend to Sunriver. (Letter in Commission's files, Salem.)

Peggy Boone, General Manager, Thousand Trails Resort near Sunriver, said that safety of human life is the most important issue in deciding the future of the expansion of the Middle Unit on Highway 97. Her comments are summarized as follows:

- 1) There is a safety concern in allowing a four-lane highway to bottleneck into two lanes.

(Continued on next page)

- 2) When large tractor-trailer vehicles depart the weigh station, the acceleration lane is inadequate with no right lane for slow traffic.
- 3) When exiting Highway 97 to Baker Road, a rear-end collision would inevitably result in a head-on collision with one traveling south.
- 4) During winter, four lanes would allow more room to accelerate when entering Highway 97 on icy, snowy mornings and to move at a safe rate of speed.

Ms. Boone asked that the Commission reconsider expanding the middle section of Highway 97.

Steve Poplin, Deschutes Riverwoods Homeowners Association, addressed the Commission about the condition of Highway 97 at Baker Road. He urged the inclusion of the Middle Unit of The Dalles-California Highway at the earliest possible time in the Six-Year Program. He said if there were a delay in the completion of the Middle Unit, he requested the construction of a left-turn lane at Baker Road Junction. He submitted a petition signed by approximately 588 individuals requesting the left-turn lane. (Petition in Commission's files, Salem.)

A letter was submitted by Charles Elsasser, Sunriver, dated June 20, 1988, supporting the inclusion of the Middle Unit on Highway 97 from Bend to Sunriver in the Six-Year Program. (Letter in Commission's files, Salem.)

Chairman Hollern said the Department is in the process of updating the Six-Year Highway Improvement Program. He said their presentations were very effective and there is a need for the Middle Unit. He then discussed the prioritization of projects with available funds. He mentioned that this testimony, along with the comments received at the July 15, 1988, Commission meeting, will be considered when the final review of the Program is made.

There being no further business to consider, Chairman Hollern adjourned the meeting at 11:30 a.m.

The Commission at 12 noon had lunch in the Little Deschutes Room of The Riverhouse with local officials. (There were approximately 29 other persons present.) (Notice of the luncheon had been made by press release to newspapers of local and general circulation throughout the State.)

Following lunch, Chairman Hollern welcomed everyone. He said he was proud to be associated with the Department due to the kind of public service employees that are employed by the Department. He said he was pleased with the initiative and innovation of the employees of the Department of Transportation in making more effective use of the taxpayer's dollars. He specifically mentioned Dick Nelson and Dale Allen for their work in connection with recycling projects in which it costs approximately \$15,000 a mile to recycle and approximately \$150,000 to overlay a project. He mentioned the staff's work on the Six-Year Highway Improvement Program and the child care issue.

Chairman Hollern also recognized Marilyn Richards, secretary to Dale Allen, winner of the Isabel Albright Secretarial Award.

Peter Dobert, Executive Director of the Central Oregon Economic Development Council, explained that the Council is a tri-county economic development agency funded privately and publicly by membership. There are about 300 members of the organization and their primary focus is marketing Central Oregon to companies outside the region. He discussed the economic development programs that the Council are working on, such as industrial marketing, retention, and expansion.

Deak Preble, Executive Director of the Bend Chamber of Commerce, commented that the City of Bend and the Bend Chamber of Commerce, in cooperation with COEDC, is establishing a Bend economic development plan. Their primary goal is to create higher paying jobs. He was concerned about improvements to Highway 26, which is their most important commercial route. He said their top priority is moving traffic north and south through Bend. He stated that the only viable solution appears to be the Division Street Expressway. He also expressed the importance of air service. He concluded by saying that the four-laning project from Redmond to Bend is an important part of their regional strategy and he thanked the Department for their cooperation in providing the site for the welcome center.

Margene Whitehouse, Director of the Madras Chamber of Commerce, stated that agriculture has made a tremendous comeback in Jefferson County. With the large industrial base and with the tourism resource, there is now a diversified economy. She reported that there will be about 250 new jobs by next year; the Warm Springs Indian Reservation continues to grow with approximately 1,500 new jobs, and there are plans to develop a \$3½ million historical-cultural center. She felt that one of the advantages of selling the area for economic and tourism is the transportation system. She applauded the Highway Division for the continued improvement on Highway 26 and Highway 97.

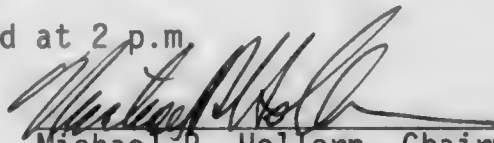
Bill Jaqua, Director of the Redmond Economic Development Area Partnership, described the partnership process between the city government and the business community organized through the Chamber of Commerce.

Jim Dixon, a private developer, described a project called Concourse 97, which is a \$10 million tourist-oriented travel center south of Redmond for trucks and the travelling public. He stated that the Yew Interchange will serve the industrial park, airport, and private development. He thanked the staff for their cooperation and support.

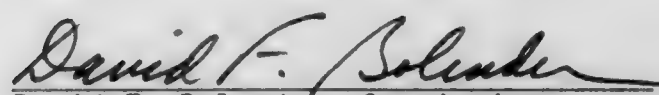
Mr. Dobert introduced Rey Ramsey, Regional Economic Development Officer from the Economic Development Department, who represents the area from the Columbia Gorge to Klamath Falls.

Warren Klug, General Manager of the Inn at the 7th Mountain and Chairman of the Oregon Tourism Council, spoke concerning tourism from a Statewide standpoint. He said the good news is that tourism in Oregon is growing and expanding. He mentioned that the visitor industry is a growing part of the total economic picture of Oregon with the Department of Transportation as a major part. He discussed the importance of rest areas and highway signing, such as logos, travel info centers, State Welcome Centers, and loop tours. He suggested a review of the signing of all State Welcome Centers. He said a new welcome center is being developed in Umatilla and he suggested a permanent welcome center on I-205 near Portland. He mentioned that the new State map (booklet form) is a positive direction in helping the visitors. He concluded by saying he was appreciative of the cooperation from the Department.

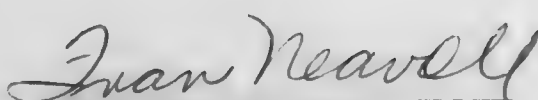
The luncheon adjourned at 2 p.m.


Michael P. Hollern, Chairman


John Whitty, Vice Chairman


David F. Bolender, Commissioner


Cynthia J. Ford, Commissioner


Commission Services



Robert F. Duvall, Commissioner

EXHIBIT A
MINUTES OF 6/21/88

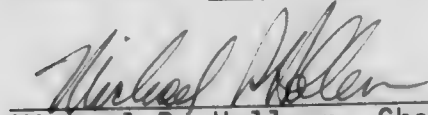
TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By our duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed below and report this action for your official records:

- 1) Letter of Agreement with Lincoln County for consultant services to develop a Highway 101 Parkway design concept and visual management study. Lincoln County will administer the consultant contract at a cost of \$5,000 for Phase I to be completed by June 30, 1988, and \$10,000 for Phase II to be completed by July 30, 1988. (Authorize State Highway Engineer to sign agreement.)
- 2) Three personal service contract amendments with Spencer B. Gross, Consulting Engineer, CH2M Hill, and David C. Smith and Associates for mapping and computer-aided drafting work. This is a one-year extension to June 30, 1989, for each consultant. The cost is not to exceed \$50,000 per consultant. (Authorize State Highway Engineer to sign amendments.)
- 3) Authority to release a request for proposal and hire a consultant for a study of the current Throughway Law at a cost not be exceed \$30,000. Study to be paid for by Federal HPR funds.

Dated this 9 day of May, 1988



Michael P. Hollern, Chairman
Oregon Transportation Commission

5-4-88

APPROVED

STATE HIGHWAY ENGINEER

Date

5/4/88

EXHIBIT A

MINUTES OF 6/21/88


TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated
Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve the actions listed below and report this action for your official records:

- 1) Agreement with Coos County for transferring part of the former alignment of the Oregon Coast Highway from the State to Coos County. The construction of the Davis Creek-Bethel Creek section bypassed this parcel. Coos County will maintain the portion of the former route as a part of its county road system. The agreement also stipulates that a portion of the former highway alignment no longer needed for roadway purposes will be abandoned to the abutting property owners by formal resolution. (Authorize State Highway Engineer to sign agreement.)
- 2) Agreement with Modoc Point Irrigation District for construction and maintenance on the Williamson River-Modoc Point Section of The Dalles-California Highway in Klamath County. (Authorize State Highway Engineer to sign agreement.)
- 3) Agreement with Washington County for the exchange of a portion of Scholls Highway, State Secondary Highway 143, for Old Scholls Ferry Road, Washington County Roads 2156 and 348 (Murray to Fanno Creek Section). The agreement also allows the State to provide the preliminary engineering on a portion of Old Scholls Ferry Road prior to the exchange. (Authorize State Highway Engineer to sign agreement.)

Dated this 9 day of May, 1988


Michael P. Hollern, Chairman
Oregon Transportation Commission

4-28-88

- 7906 -

APPROVED


STATE HIGHWAY ENGINEER

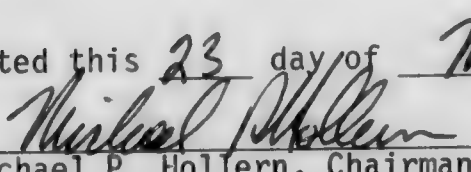
Date 5/5/88

EXHIBIT A
MINUTES OF 6/21/88

TO: Oregon Transportation Commission
SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, I approve the action listed below and report this action for your official records:

- 1) Agreement with the City of Beaverton to improve the intersection of the Tualatin Valley Highway at Lombard Avenue. The project includes roadwork, a traffic signal, and an interconnect system. The State will perform all of the project work and the City will pay 100 percent of all eligible project costs. Once constructed, the State will maintain the signal and the City will pay for the electrical power. (Authorize State Highway Engineer to sign agreement.)

Dated this 23 day of May, 1988

Michael P. Hollern, Chairman
Oregon Transportation Commission

5-11-88

APPROVED

STATE HIGHWAY ENGINEER
Date 5/13/88

EXHIBIT A
MINUTES OF 6/21/88

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project North Fork Nehalem River Bridge (Contract No. 10,571)
Type of Work Maintenance Painting F.A. Proj. No. State
County Clatsop Highway Mecanicum
No. of Bidders 5 Low Bidder Waco, Inc., Kenmore, WA
Low Bid \$ 41,500.00

Engineer's Recommendation: ACTION PENDING

2nd Bidder: S & K Painting, Inc., Oregon City \$ 47,035.00
3rd Bidder: B-G Paint Co. Inc., Puyallup, WA \$ 49,265.00

No. 2 Project Alsea River & North Fork Alsea River Bridges (Contract No. 10,572)
Type of Work Maintenance Painting F.A. Proj. No. State
County Lincoln & Benton Highway Alsea & Alsea-Deadwood Highways
No. of Bidders 4 Low Bidder Waco, Inc., Kenmore, WA
Low Bid \$ 138,210.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: S & K Painting, Inc., Oregon City \$ 202,000.00
3rd Bidder: B-G Paint Co., Inc., Puyallup, WA \$ 212,743.00

No. 3 Project Walluski River (Irving) Bridge Section (Contract No. 10,573)
Type of Work Grading, Paving & Structure F.A. Proj. No. RS-A741(4)
County Clatsop Highway Walluski Loop Road (Co. Rd. #C-0601)
No. of Bidders 10 Low Bidder Stach Construction Co., Inc. & Stach Equipment, Inc., AJV

Low Bid \$ 164,320.00

Engineer's Recommendation: Award to low responsive bidder subject to concurrence of Clatsop County and receipt of deposit by county.

2nd Bidder: Berning Construction Co., Wilsonville \$ 164,637.00
3rd Bidder: Holm II, Inc., Stayton \$ 167,163.00

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 3/30/88

EXHIBIT AMINUTES OF 6/21/88

No. 4 Project Paulina Creek (Roba) Bridge (Contract No. 10,574)
Type of Work Grading, Aggregate F.A. Proj. No. BROS-700(9)
Surfacing & Structure
County Crook Highway Paulina Valley Road (County Road)
No. of Bidders 4 Low Bidder E.M.W. Construction Co., Bend
Low Bid \$ 69,157.30

Engineer's Recommendation: Award to low responsive bidder subject to concurrence of Crook County and receipt of deposit by county.

2nd Bidder: DeWitt Construction, Inc., Portland \$ 92,016.50
3rd Bidder: JAL Construction, Inc., Bend \$ 95,937.00

No. 5 Project Dixie Summit-Austin Junction (Contract No. 10,575)
Type of Work Grading, Paving & F.A. Proj. No. FLH-F-88-2(15)
Guardrail
County Grant Highway John Day
No. of Bidders _____ Low Bidder _____
Low Bid \$ _____

Engineer's Recommendation: POSTPONED UNTIL APRIL 28, 1988

No. 6 Project Princeton-Jordan Valley Rock Production (Contract No. 10,576)
Type of Work Rock Production F.A. Proj. No. State
County Harney & Malheur Highway Steens and I.O.N. Highways
No. of Bidders 4 Low Bidder Fabricators, Incorporated, Salem
Low Bid \$ 220,000.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Harney Rock and Paving Company, Burns \$ 253,000.00
3rd Bidder: RJ Taggart Construction Co., Salem \$ 295,900.00

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 3/30/88

EXHIBIT A
MINUTES OF 6/21/88

No. 7 Project Gate Creek (Vida) Bridge (Contract No. 10,577)
Type of Work Grading, Paving, Structure & Signing F.A. Proj. No. HES-28(20)

County Lane Highway McKenzie
No. of Bidders 5 Low Bidder Stach Construction Co., Inc. & Stach Equipment, Inc., AJV

Low Bid \$ 567,237.50

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of the FHWA.

2nd Bidder: Gervais Construction, Inc., Brooks \$ 615,254.73
3rd Bidder: Holm II, Inc., Stayton \$ 643,514.63

No. 8 Project Santiam Safety Rest Area (Contract No. 10,578)
Type of Work Water Supply & Irrigation System F.A. Proj. No. IR-5-4(110)240

County Marion Highway Pacific
No. of Bidders 4 Low Bidder Eger Construction Co., Ashland

Low Bid \$ 95,905.00

Engineer's Recommendation: Award to low responsive bidder subject to concurrence of the FHWA.

2nd Bidder: Mocon Corporation, Salem \$ 102,878.00
3rd Bidder: Emery & Sons Construction Inc., Stayton \$ 121,537.80

No. 9 Project Tualatin Valley Highway to H.W. Walker Road Section (Units 1 & 2) (Contract No. 10,579)
Type of Work Grading, Paving, Structures, Signing, Illumination, Signals & Landscaping F.A. Proj. No. IX-9043(8)

County Washington Highway 185th Avenue
No. of Bidders 4 Low Bidder Northwest Earthmovers, Inc., Tualatin

Low Bid \$ 8,114,525.66

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of Washington County and the FHWA and receipt of deposit by County.

2nd Bidder: Tri-State Construction, Inc., Bellevue, WA \$ 9,397,000.00
3rd Bidder: J. C. Compton Contractor, Inc., McMinnville \$ 9,659,023.25

On March 30, 1988, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on March 24, 1988, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 7 and 9 if the low bidder fails to meet the requirements for the disadvantaged-woman business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 23 day of May, 1988

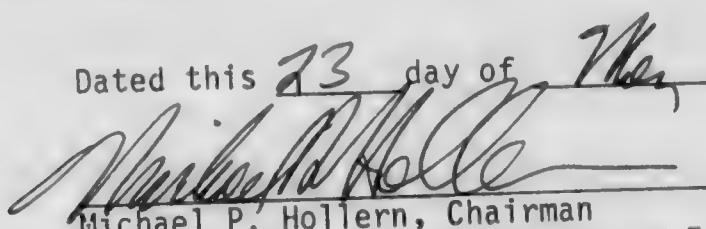

Michael P. Hollern, Chairman
OREGON TRANSPORTATION COMMISSION - 7910 -

EXHIBIT A
MINUTES OF 6/21/88

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project North Fork Nehalem River Bridge
Type of Work Maintenance Painting F.A. Proj. No. State (Contract No. 10,571)
County Clatsop Highway Necanicum
No. of Bidders 5 Low Bidder * Waco, Inc., Kenmore, WA
Low Bid \$ 41,500.00

2nd Bidder: S & K Painting, Inc., Oregon City \$ 47,035.00

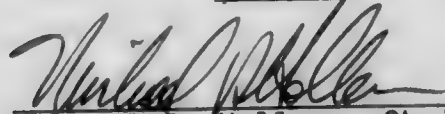
3rd Bidder: B-G Paint Co. Inc., Puyallup, WA \$ 49,265.00

Engineer's Recommendation: Award to 2nd low bidder.

* Contractor will not accept more than 1 project at this letting.

On April 13, 1988, I accepted the State Highway Engineer's recommendation for award of the project on which bids were received on March 24, 1988, and authorized him to sign the contract.

Dated this 23 day of May, 1988



Michael P. Hollern, Chairman
OREGON TRANSPORTATION COMMISSION

EXHIBIT A
MINUTES OF 6/21/88

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project Dixie Summit-Austin Junction Section
Contract No. 10,575
Type of Work Grading, Paving, and Guardrail F.A. Proj. No. FLH-F-88-2(15)
County Grant Highway John Day Highway
No. of Bidders 14 Low Bidder Seubert Excavators, Inc., Cottonwood, ID
Low Bid \$3,072,185.82

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of the FHWA.

2nd Bidder: Steelman-Duff, Inc., Clarkston, WA	\$3,082,438.30
3rd Bidder: Inland Asphalt Company, Spokane, WA	\$3,423,045.20

No. 2 Project Columbia River (Astoria) Bridge Section
Contract No. 10,580
Type of Work Maintenance Painting F.A. Proj. No. State
County Clatsop Highway Oregon Coast Highway
No. of Bidders 3 Low Bidder Abhe & Svoboda, Inc., Prior Lake, MN
Low Bid \$1,741,800.00

Engineer's Recommendation: Award to low DBE/WBE responsive bidder.

2nd Bidder: Carter-Welsh, Inc., dba Garco Construction, Spokane, WA	\$1,999,999.00
3rd Bidder: Certified Coatings of California, Concord, CA	\$2,937,700.00

No. 3 Project Cornelius Pass Road Interchange Section
Contract No. 10,581
Type of Work Grade, Pave, Structure, Signing, Illumination, Signals, and Landscaping F.A. Proj. No. State
County Washington Highway Sunset Highway
No. of Bidders 3 Low Bidder Ross Bros. Construction, Inc., Salem, OR
Alt. B
Low Bid \$3,832,895.40

Engineer's Recommendation: Award to low DBE/WBE responsive bidder subject to concurrence of Washington County and receipt of deposit by the County.

2nd Bidder: F.E. Ward, Inc., Vancouver, WA	\$4,187,149.50 Alt. B
3rd Bidder: Tri-State Const., Inc., Bellevue, WA	\$4,556,144.20 Alt. A

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 5-9-88

EXHIBIT A
MINUTES OF 6/21/88

No. 4 Project Scappoose Fire Signal
Type of Work Traffic Signal F.A. Proj. No. Contract No. 10,582
County Columbia Highway Lower Columbia River Highway
No. of Bidders 5 Low Bidder Hamilton Electric, Inc., Eugene, OR
Low Bid \$ 25,299.00

Engineer's Recommendation: Award to low responsive bidder subject to concurrence of Scappoose Rural Fire Protection District and receipt of deposit by the District.

2nd Bidder: Linco Electric Co., Albany \$ 26,352.00
3rd Bidder: H & H Electric, Inc., Portland \$ 27,100.00

No. 5 Project Murphy Road-Lava Butte Section
Type of Work Grading, Paving, and Signing F.A. Proj. No. Contract No. 10,462
County Deschutes Highway The Dalles-California Highway
No. of Bidders 5 Low Bidder R.L. Coats, Bend, OR
Low Bid \$ \$3,894,795.00

Engineer's Recommendation: Award to low DBE/WBE responsive bidder.

2nd Bidder: J.C. Compton Contractor, Inc., McMinnville \$3,903,634.90
3rd Bidder: Wilder Construction Co., Inc., \$3,945,952.50
Bellingham, WA

No. 6 Project "A" Street-"E" Street (Madras) Section
Type of Work Storm Sewer F.A. Proj. No. Contract No. 10,583
County Jefferson Highway The Dalles-California Highway
No. of Bidders 9 Low Bidder Jack Robinson & Sons, Inc., Bend, OR
Low Bid \$ 195,663.60

Engineer's Recommendation: Award to low responsive bidder subject to concurrence by the City of Madras and receipt of deposit by the City.

2nd Bidder: Bengé Construction Co., Lake Oswego \$ 213,037.00
3rd Bidder: Dirt & Aggregate Interchange Inc., \$ 227,917.50
Troutdale

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 5-9-88

EXHIBIT A
MINUTES OF 6/21/88

No. 7 Project Williamson River-Modoc Point Section
Type of Work Grading, Paving, Structures, and Signing Contract No. 10,584
F.A. Proj. No. State
County Klamath Highway The Dalles-California
No. of Bidders 3 Low Bidder Ross Bros. Construction Co., Salem, OR
Alt. B
Low Bid \$6,803,416.53

Engineer's Recommendation: Award to low DBE/WBE responsive bidder.

2nd Bidder: Weaver Construction Co., LaGrande \$6,957,402.75 Alt. A
3rd Bidder: J.C. Compton Contractor, Inc., McMinnville \$6,964,083.00 Alt. A

No. 8 Project Highlands (Portland Zoo) Interchange Section
Type of Work Grading, Paving, Wall, Signing, Illumination, and Landscaping Contract No. 10,585
F.A. Proj. No. State
County Multnomah Highway Sunset Highway
No. of Bidders 8 Low Bidder Mocon Corporation, Salem, OR
Low Bid \$ 832,907.70

Engineer's Recommendation: Award to low DBE/WBE responsive bidder.

2nd Bidder: Gervais Construction, Inc., Brooks \$ 867,423.38
3rd Bidder: J.W. Presley & Co., Inc., Portland \$ 905,944.70

No. 9 Project Cold Springs Highway - Round-up Grounds Section
Type of Work Bikeway Contract No. 10,586
F.A. Proj. No. State
County Umatilla Highway Pendleton Highway
No. of Bidders 3 Low Bidder Blue Mountain Paving Co., Yakima, WA
Low Bid \$ 48,529.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Pioneer Asphalt, Inc., Pendleton \$ 51,396.00
3rd Bidder: Highway Speciality Contractors, Gresham \$ 58,293.00

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 5-9-88

EXHIBIT A
MINUTES OF 6/21/88

No. 10 Project S.W. McDonald St.-S.W. Durham Rd. (Tigard) Section
Type of Work Bikeway F.A. Proj. No. State Contract No. 10,587
County Washington Highway Beaverton-Tualatin Highway
No. of Bidders 9 Low Bidder Westway Equipment Co., Inc., Keizer, OR
Low Bid \$ 198,389.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Roy L. Houck Construction, Salem	\$ 211,283.50
3rd Bidder: Clearwater Construction Co., Portland	\$ 213,678.00

No. 11 Project Farmington Highway at S.W. 160th Avenue Section
Type of Work Grading, Paving, Signing, and Signals F.A. Proj. No. HES-9064(6) Contract No. 10,588
County Washington Highway Farmington Highway
No. of Bidders 5 Low Bidder Roy L. Houck Construction, Salem
Low Bid \$ 235,307.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of the FHWA.

2nd Bidder: C.G. Gredvig Inc., Portland	\$ 247,906.00
3rd Bidder: Dirt & Aggregate Interchange Inc., Troutdale	\$ 249,891.20

No. 12 Project S.W. Rosedale Road-Hillsboro City Limits Section
Type of Work Grading, Paving, and Drainage F.A. Proj. No. RS-A673(2) Contract No. 10,589
County Washington Highway FAS A673 (S.W. River Road)
No. of Bidders 6 Low Bidder Ken Leahy Construction, Inc., Cornelius, OR
Low Bid \$ 1,330,604.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of Washington County and receipt of deposit by the County.

2nd Bidder: Dirt & Aggregate Interchange Inc., Troutdale	\$1,338,809.50
3rd Bidder: Morse Bros., Inc., Lebanon	\$1,374,814.00

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 5-9-88

EXHIBIT A
MINUTES OF 6/21/88

No. 13 Project N.W. 14th Street-B.N.R.R. (Warrenton) Section
Type of Work Paving F.A. Proj. No. State Contract No. 10,590
County Clatsop Highway Fort Stevens Highway
No. of Bidders 2 Low Bidder Bayview Transit Mix, Inc., Seaside, OR
Low Bid \$ 151,894.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Palmberg Paving Co., Inc., Seaside \$ 190,380.00
3rd Bidder: None \$

No. 14 Project Big Creek-Yachats Section
Type of Work Paving F.A. Proj. No. State Contract No. 10,591
County Lincoln Highway Oregon Coast Highway
No. of Bidders 3 Low Bidder Morse Bros., Inc., Lebanon, OR
Low Bid \$ 363,966.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Road & Driveway Co., Newport \$ 402,776.00
3rd Bidder: LT Contractors, Inc., Portland \$ 430,528.00

No. 15 Project Detroit-Idanha Section
Type of Work Paving F.A. Proj. No. State Contract No. 10,592
County Marion Highway North Santiam Highway
No. of Bidders 2 Low Bidder River Bend Sand & Gravel Co., dba
Salem Road & Driveway, Salem, OR
Low Bid \$ 314,565.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Morse Bros., Inc., Lebanon, OR \$ 331,567.50
3rd Bidder: None \$

On May 9, 1988, I accepted the State Highway Engineer's recommendation for award to the projects on which bids were received on April 18, 1988, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 1, 2, 3, 5, 7, 8, 11, and 12 if the low bidder fails to meet the requirements for the disadvantaged-woman business enterprises, award will be made to the next lowest responsive bidder pending DBE/WBE review and cost justification.

Dated this 1 day of June, 1988



Michael P. Hollern, Chairman
OREGON TRANSPORTATION COMMISSION

EXHIBIT A
MINUTES OF 6/21/88

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project Alsea River (Waldport) Bridge Contract No. 10,548
Type of Work Grading, Paving, Structures, Signs, Illumination, Signals, Landscaping F.A. Proj. No. BRF-2-4(24)

County Lincoln Highway Oregon Coast
No. of Bidders 6 Low Bidder General Construction Company, a division of Wright Schuchart, Seattle, WA

ALT "B"
Low Bid \$42,393,656.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of the FHWA.

2nd Bidder: Kiewit Pacific Co., Vancouver, WA \$43,330,937.50
3rd Bidder: Blount, Inc., Montgomery, AL \$44,977,952.00

No. 2 Project Pine Creek Road UPRR X'ing Section (Unit 1) Contract No. 10,593
Type of Work Grading, Paving F.A. Proj. No. RS-B5.7(2)
County Baker Highway Pocahontas Road
No. of Bidders 4 Low Bidder Blue Mountain Paving Co., Yakima, WA
Low Bid \$542,513.05

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of Baker County and receipt of deposit by County.

2nd Bidder: Weaver Construction Co., LaGrande \$574,018.30
3rd Bidder: Fabricators, Incorporated, Salem \$589,154.50

No. 3 Project Clackamette Road-Hedges Street Section Contract No. 10,594
Type of Work Overlay F.A. Proj. No. State
County Clackamas Highway Pacific Highway East
No. of Bidders 4 Low Bidder Oregon Asphaltic Paving Co., Portland
Low Bid \$238,752.30

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Lakeside Industries, AJV, Bellevue, WA \$253,954.20
3rd Bidder: Morse Bros., Inc., Lebanon \$264,244.00

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 5-23-88

EXHIBIT A
MINUTES OF 6/21/88

No. 4 Project Sunnyside Road Interchange Contract No. 10,595
Type of Work Grading, Paving, F.A. Proj. No. IR-205-7(129)303
Signing, Illumination,
Signals
County Clackamas Highway East Portland Freeway
No. of Bidders 6 Low Bidder Oregon Asphaltic Paving Co., Portland
Low Bid \$573,817.75

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of the FHWA.

2nd Bidder: Elting, Incorporated, Clackamas \$604,274.30
3rd Bidder: Dirt & Aggregate Interchange, Inc., Troutdale \$623,613.60

No. 5 Project M.P. 35.8-Birkenfeld Section Contract No. 10,596
Type of Work Paving F.A. Proj. No. State
County Clatsop Highway Nehalem
No. of Bidders 5 Low Bidder Oregon Asphaltic Paving Co., Portland
Low Bid \$208,628.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Fabricators, Incorporated, Salem \$219,742.00
3rd Bidder: Lakeside Industries, AJV, Bellevue, WA \$237,720.50

No. 6 Project West Creek-Mist Section Contract No. 10,597
Type of Work Paving F.A. Proj. No. State
County Columbia Highway Mist-Clatskanie
No. of Bidders 5 Low Bidder Lakeside Industries, AJV, Bellevue, WA
Low Bid \$176,459.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Roy L. Houck Construction Co., Salem \$197,021.00
3rd Bidder: Bayview Transit Mix, Inc., Seaside \$219,452.00

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN

Date 5-23-88

EXHIBIT A
MINUTES OF 6/21/88

No. 7 Project Glen Aiken Creek-Gray Creek Contract No. 10,598
Type of Work Paving F.A. Proj. No. State
County Coos Highway Coos Bay-Roseburg
No. of Bidders 3 Low Bidder Bracelin-Yeager Excavating & Trucking, Inc.,
Coos Bay

Low Bid \$154,316.50

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Johnson Rock Products, Inc., North Bend \$163,811.08
3rd Bidder: Roseburg Paving Co., Roseburg \$170,741.25

No. 8 Project Cape Sebastian-Myers Creek Road Contract No. 10,599
Type of Work Paving F.A. Proj. No. State
County Curry Highway Oregon Coast
No. of Bidders 2 Low Bidder Bracelin-Yeager Excavating & Trucking, Inc.,
Coos Bay

Low Bid \$154,227.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Tidewater Contractors, Inc., Brookings \$198,877.90
3rd Bidder: None \$

No. 9 Project Johnson Creek-Cameron Road Section Contract No. 10,600
Type of Work Paving F.A. Proj. No. State
County Josephine & Jackson Highway Jacksonville
No. of Bidders 3 Low Bidder Tru-Mix Construction Co. & M. C. Lininger &
Sons, Inc., AJV, Medford

Low Bid \$291,955.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Bob Angell, Inc., Coos Bay \$312,345.00
3rd Bidder: Copeland Paving, Inc., Grants Pass \$324,289.00

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 5-23-88

EXHIBIT A
MINUTES OF 6/21/88

No. 10 Project Henricks Road-Pacific Highway Contract No. 10,601
Type of Work Paving F.A. Proj. No. State
County Lane Highway Springfield-Creswell
No. of Bidders 3 Low Bidder Eugene Sand & Gravel, Inc., Eugene
Low Bid \$128,068.50

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Wildish Corvallis Construction Co., Eugene \$156,732.00
3rd Bidder: Morse Bros., Inc., Lebanon \$183,460.50

No. 11 Project East Devils Lake Road-Kernville Contract No. 10,602
Type of Work Paving F.A. Proj. No. State
County Lincoln Highway Oregon Coast
No. of Bidders 3 Low Bidder Oceanlake Paving Co., Lincoln City
Low Bid \$453,212.80

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Morse Bros., Inc., Lebanon \$475,995.00
3rd Bidder: Road & Driveway Co., Newport \$478,305.80

No. 12 Project Dorian Drive-Verde Drive (Ontario) Contract No. 10,603
Type of Work Grading and Paving F.A. Proj. No. M-5700(3)
County Malheur Highway West Idaho Avenue
No. of Bidders 1 Low Bidder Ontario Asphalt & Concrete, Inc., Ontario
Low Bid \$222,784.99

Engineer's Recommendation: Award to low responsive bidder subject to concurrence of the FHWA.

2nd Bidder: None
3rd Bidder: None

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 5-23-88

EXHIBIT A
MINUTES OF 6/21/88

No. 13 Project LaGrande-Baker Rock Production Contract No. 10,604
Type of Work Rock Production F.A. Proj. No. State
County Union Highway Medical Springs
No. of Bidders 6 Low Bidder Portable Rock Production Co., Inc., Eugene
Low Bid \$91,320.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Bart Associates, Inc., Fairview \$93,250.00
3rd Bidder: Seubert Excavators, Inc., Cottonwood, ID \$97,825.00

No. 14 Project Wapato Road-N.C.L. Yamhill Contract No. 10,605
Type of Work Paving F.A. Proj. No. State
County Tualatin Highway Tualatin Valley
No. of Bidders 6 Low Bidder Rowell & Wickersham Contractors, Inc.,
McMinnville

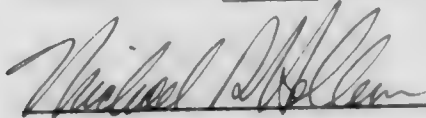
Low Bid \$252,995.70

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Baker Rock Crushing Co., Beaverton \$291,984.00
3rd Bidder: Morse Bros., Inc., Lebanon \$299,649.00

On May 23, 1988, I accepted the State Highway Engineer's recommendation for award to the projects on which bids were received on May 12, 1988, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 1, 2, and 4 if the low bidder fails to meet the requirements for the disadvantaged-woman business enterprises, award will be made to the next lowest responsive bidder pending DBE review and cost justification.

Dated this 1 day of June, 1988



Michael P. Hollern, Chairman
OREGON TRANSPORTATION COMMISSION



STATE OF OREGON

EXHIBIT B

MINUTES OF INTEROFFICE MEMO
6/21/88

TO: Oregon Transportation Commission

FROM: John Whitty, Vice Chairman
Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

By your duly appointed delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following action and report this action for you official records:

- 1) On May 24, 1988, approved a personal service contract with Ledell Enterprises for technical work on the Highway Division's conversion to the Oregon State Payroll System beginning May 23, 1988, through October 31, 1988, at a cost not to exceed \$18,000. (Authorized State Highway Engineer to sign contract.)

Dated this 31 day of May, 1988.

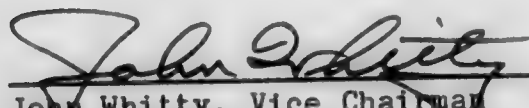

John Whitty, Vice Chairman
Oregon Transportation Commission

EXHIBIT C
MINUTES OF 6/21/88

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved all the actions listed below and report this action for your official records:

- 1) On April 9, 1988, approved an interagency agreement with State Community Services Agency and the Public Utility Commission providing PUC access to confidential agency electronic records which will determine eligibility for the Oregon Telephone Assistance Program. Agreement will be in effect from April 11, 1988, to May 30, 1992, or to the end of enabling legislation covering the Program. (Approved by Gary Potter for Director.)
- 2) On April 27, 1988, approved a personal service contract with Alan E. Pisarski to make a presentation and participate in a discussion on "The Future of Transportation - Passenger" at the Futures Forum Conference on May 6, 1988, at a cost not to exceed \$2,500. (Approved by Gary Potter for Director.)
- 3) On April 27, 1988, approved a personal service contract with Bureau of Governmental Research (Dr. Jeff S. Luke) to make a presentation and participate at the Futures Forum Conference on May 6, 1988, and at the workshop on May 16, 1988, at a cost not to exceed \$3,800. (Approved by Gary Potter for Director.)
- 4) On April 27, 1988, approved a personal service contract with Dr. Ruth-Ellen Miller to make a presentation and participate at the Futures Forum Conference on May 6, 1988, at a cost not to exceed \$800. (Approved by Gary Potter for Director.)

EXHIBIT C

MINUTES OF 6/21/88

- 5) On April 29, 1988, approved a personal service contract with Robert Mayer Evans to make a presentation and participate in a discussion concerning "global" and "national" future trends and issues at the Futures Forum Conference on May 6, 1988, at a cost not to exceed \$5,000. (Approved by Gary Potter for Director.)

- 6) On May 5, 1988, approved an agreement with Cross and Names to instruct the following three development classes on the dates shown:

The Office Professional
September 22, 1988
Cost: \$500.

Professional Development for Women
October 18, 1988
Cost: \$500.

Management Development for Women
November 15 and 16, 1988
Cost: \$1,000.

(Approved by Gary Potter for Director.)

- 7) On May 16, 1988, approved a personal service contract with Kelly Services, Inc. providing for temporary secretary for the period May 18, 1988, to June 30, 1988, at a cost not to exceed \$2,900.

- 8) On May 19, 1988, approved a personal service contract with Lynn Reer to conduct three 3-hour classes on "Brush Up On Grammar, Punctuation and Spelling" on July 26 and August 2 and 9, 1988, at a cost not to exceed \$750. (Approved by Gary Potter for Director.)

- 9) On May 19, 1988, approved an intergovernmental service agreement with Chemeketa Community College to teach a course entitled "Conducting Effective Meetings" for the Materials and Research Section on June 22, 1988, at a cost not to exceed \$665. (Approved by Gary Potter for Director.)

Dated this 7th day of June, 1988


Robert N. Bothman
Director of Transportation

EXHIBIT D
MINUTES OF 6/21/88

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

<u>Contractor and Contract No.</u>	<u>Section and County</u>
Oregon Asphaltic Paving Co. Contract No. 10126 Acceptance Date: April 26, 1988	SE 242nd Ave.-SE 257th Ave. (Gresham-Troutdale) Multnomah County
Gilbert Pacific Corp. Contract No. 10214 Acceptance Date: April 26, 1988	Hole in the Wall Slide Baker County
Columbia Pacific Construction Contract No. 10130 Acceptance Date: April 27, 1988	Clatskanie River (Clatskanie) Bridge Columbia County
Morse Bros., Inc. Contract No. 10454 Acceptance Date: May 3, 1988	Scoggins Creek-Wapato Road Yamhill and Washington Counties
Oceanlake Paving Co. Contract No. 10243 Acceptance Date: May 5, 1988	Oregon Coast Hwy. at Logan Road (Lincoln City) Lincoln County
Tri-State Construction, Inc. Contract No. 10148 Acceptance Date: May 6, 1988	NW St. Helens Rd.-NW Nicolai St. (Portland) Multnomah County
Donald M. Drake Co. Contract No. 9748 Acceptance Date: May 9, 1988	Willamette River (Steel Bridge and Ramps) Multnomah County
Roadway Construction Corp. and R. A. Hatch Co. J.V. Contract No. 9865 Acceptance Date: May 11, 1988	Beaverton/Tigard Highway Interchange Washington County
Bracelin-Yeager Excavating and Trucking Company Contract No. 10493 Acceptance Date: May 13, 1988	Nesika Beach Slide Curry County

EXHIBIT D
MINUTES OF 6/21/88

Contractor and
Contract No.

Section and County

Christie Constructors, Inc.
Contract No. 10388
Acceptance Date: May 18, 1988

Coos Bay (McCullough) Bridge
Coos County

A & R Construction, Inc. dba LACO
Construction Co.
Contract No. 10350
Acceptance Date: May 18, 1988

Snake River (Falk Island Road)
Bridge
Malheur County

A & R Construction, Inc. dba LACO
Construction Co.
Contract No. 10498
Acceptance Date: May 19, 1988

Willow Creek (Romans) Bridge
Malheur County

Fabricators, Inc.
Contract No. 10097
Acceptance Date: May 19, 1988

The Dalles/California and
Willamette Hwy. Seal Project
Deschutes, Klamath, and Lane
Counties

M. C. Lininger dba Rogue River
Paving
Contract No. 10433
Acceptance Date: May 19, 1988

District 8 Paving Projects
Jackson and Klamath Counties

Expenditure Recap

	<u>Above Projects</u>	<u>FY to Date</u>
Original Authorization	\$42,843,682.75	\$247,944,982.42
Anticipated Costs	\$44,250,151.92	\$258,612,415.37
Percentage Overrun (Underrun)	+3.3%	+4.3%

June 1, 1988


Donald E. Forbes
State Highway Engineer

BLW:mk
CPC/FL6

EXHIBIT D
MINUTES OF 6/21/88

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I took the following actions and report this action for your official records:

- 1) On December 8, 1987, approved a Memorandum of Understanding covering a Digital Data and Applications Pilot Project relating to the establishment of a Northwest Land Information System Network with the following eleven Federal and State agencies:

Bureau of Land Management
Army Corps of Engineers
Geological Survey-National Mapping Division
Geological Survey-Water Resources Division
Fish and Wildlife Service
Forest Service
Soil Conservation Service
Oregon Department of Transportation
Oregon Department of Forestry
Oregon Department of Energy
Oregon Water Resources Department
Oregon Land Conservation and Development
Department

The Network will appoint a subcommittee comprised of members from the eleven participating Federal and State agencies with natural resources responsibilities in the States of Oregon and Washington. The subcommittee will draft a strategy to begin sharing of data in a specified geographic area. Agency costs associated with the project will be borne by the agency generating the costs. (Approved by Don Adams for the State Highway Engineer)

EXHIBIT D

MINUTES OF 6/21/88

- 2) On March 4, 1988, approved an agreement with the City of McMinnville providing for the replacement or installation of traffic control devices. The City will purchase and install the devices and the State will reimburse the City for purchase of materials at an amount not to exceed \$3,500. Project is funded as part of the Oregon Traffic Safety Commission Grant Program entitled "Traffic Engineering Assistance to Local Governments."
- 3) On March 11, 1988, ordered the following two bridges be posted as "ONE WAY TRAFFIC FOR TRUCKS AND BUSES" (inspections determined that bridges must be posted in interest of safety and to preserve structural integrity) until further notice:
 - a) Union Pacific Railroad/Grande Ronde River (Upper Perry Arch) Bridge Number 626, Old Oregon Trail #6 (I-84) Frontage Road (Old US30), M.P. F256.31, Union County, approximately 10 miles northwesterly of La Grande.
 - b) Malheur River (Vale) Bridge Number 599A, Central Oregon Highway #7 (US20), M.P. 246.55 E, Malheur County, in the City of Vale. This is the east-bound through-truss bridge scheduled for complete replacement in 1988.
- 4) On March 21, 1988, signed a Turn-Key Operation Services Contract with Diamond Scale Construction, Inc. and International Road Dynamics, Inc. for development of a low-cost weigh-in-motion system in ten lanes at the following three sites: I-205 at the Columbia River, I-5 at Jefferson, and I-5 at Ashland. (Approved by Transportation Commission on July 22, 1986, under the Six-Year Highway Improvement Program)

EXHIBIT D
MINUTES OF 6/21/88

- 5) On April 4, 1988, approved an agreement with the Department of State Police, Forestry Department, Tillamook County, and the U.S. Customs Service covering the radio antenna site at Mt. Hebo, Oregon, wherein the Highway Division agrees to provide facility floor space and tower space to the above communications users at an equal sum of \$5,000 each for a period of 8 years.
- 6) On April 15, 1988, approved Cooperative Agreement Work Order DTFH71-88-511-OR-8 with the Federal Highway Administration covering Experimental Project No. 11 entitled "Rapid Testing and Inspection Techniques." State agrees to conduct a study evaluating and reporting on thin layer asphaltic concrete density measurements using nuclear gages on various highways and bridges in Oregon. Field evaluations and final report shall be completed by January 31, 1989. FHWA will reimburse the State up to \$10,450 for all allowable costs incurred during the study. (Approved by Don Adams for the State Highway Engineer)
- 7) On April 21, 1988, approved an addendum to a personal service contract with Thomas W. Higgins Construction Consultant to provide supportive services for DBE firms. This addendum deletes the insurance requirements.
- 8) On April 21, 1988, awarded the Alsea River and North Fork Alsea River Bridges maintenance painting project on the Alsea and Alsea-Deadwood Highway at M.P. 7.06 and M.P. 0.10 in Lincoln and Benton Counties to S & K Painting Company (second low bidder) of Oregon City in the amount of \$202,000. Bids were received on March 24, 1988. The low bidder, WACO, Inc., elected not to sign the contract documents. (Authority was given by Chairman Hollern to the State Highway Engineer on March 30, 1988, to award to low responsive bidder.)

EXHIBIT D
MINUTES OF 6/21/88

- 9) On April 21, 1988, approved an addendum to a personal service contract with Who's Who Publications, Inc. to provide supportive services for DBE firms. This addendum deletes the insurance requirements.
- 10) On April 27, 1988, approved a personal service contract with Paul C. Hammond, Ph.D., covering field reconnaissance for the Big Creek Bridge Replacement Project on Highway 101 in Lane County and the Camp Rilea-Delmoor Loop Road Project on Highway 101 in Clatsop County beginning May 1, 1988, through May 1, 1989, at a cost of \$900.
- 11) On May 3, 1988, approved emergency contract with Microfect, Inc. for repair of the communications tower at Buxton Mountain in Washington County. Estimated cost is \$10,000.

On April 18, 1988, Oregon State Forestry was dismantling their lookout tower at Buxton Mountain. The lookout tower fell from its platform and struck the communications tower. There was damage to the helix cables and structure damage to the communications tower.

I determined the repair of the communications tower needed to be accomplished immediately to protect the communications network from further loss or damage. Due to the emergency nature of the situation, time was not available to formally obtain bids.

- 12) On May 3, 1988, approved an agreement with the Federal Highway Administration covering the assignment of a FHWA engineer trainee with the Highway Division for construction training. The cost of the employee's salary will be paid by the FHWA. (Approved by Don Adams for the State Highway Engineer)

D
MINUTES OF 6/21/88

- 13) On May 4, 1988, approved an agreement with Dr. Trevor Smith of Insitu Tech to conduct pressure meter testing on the Corvallis Bypass (South Unit) Section of Pacific Highway West in Benton County at a cost not to exceed \$670. Time Period: May 5 to May 20, 1988.
- 14) On May 5, 1988, approved an agreement with Lincoln County for control of noxious weeds on the following State highway rights of way and agreement will terminate on February 17, 1989:
- Oregon Coast Highway No. 99
Alsea Highway No. 27
Corvallis-Newport Highway No. 33
Eddyville-Blodgett Highway No. 180
Siletz Highway No. 181
Salmon River Highway No. 39
- 15) On May 5, 1988, approved an agreement with Clackamas Community College (Jim Burrows) to conduct a class in basic landscape procedures on May 31, 1988, at a cost not to exceed \$750. Approximately 50 construction inspectors and landscape maintenance personnel from Region 1 will receive training in Plant Identification and Plant Growth, Development and Handling.
- 16) On May 5, 1988, approved Cooperative Agreement Work Order DTFH71-88-511-OR-9 with the Federal Highway Administration covering Experimental Project No. 11 entitled "Rapid Testing and Inspection Techniques." State agrees to conduct a study evaluating and reporting on asphalt content of hot bituminous mixes using nuclear asphalt content gages. Completion date: January 31, 1989. FHWA will reimburse the State up to \$10,250 for allowable costs incurred during the study.
- 17) On May 11, 1988, established a 45 MPH speed zone on the Hillsboro-Silverton Highway No. 140, Marion County, from M.P. 46.45 to M.P. 46.55 in the City of Mt. Angel. See Speed Zone Order No. 964.

EXHIBIT D
MINUTES OF 6/21/88

- 18) On May 15, 1988, approved an agreement with Klamath County covering the movement of oversize/overweight vehicles and loads over highways and roads. Agreement authorizes the State to issue permits that include permission to travel over roads which are under the jurisdiction of the County subject to agreed upon terms and conditions.
- 19) On May 25, 1988, awarded the S.W. Rosedale Road-Hillsboro City Limits Section on FAS A673 (S.W. River Road) in Washington County to Dirt and Aggregate Interchange, Inc. (second low bidder) of Troutdale in the amount of \$1,338,809.50. Bids were received April 28, 1988. The low bidder, Ken Leahy Construction, Inc., was nonresponsive in complying with the DBE commitment.
- 20) On May 25, 1988, approved an agreement with the Department of Agriculture for the control of noxious weeds on various sections of State Highway right of way in Districts 2, 3, 4, 5, 6, 7, 8, 9, 10, 12, 13 and 14. (Approved by Don Adams for State Highway Engineer)


Donald E. Forbes, State Highway Engineer

Dated this 6 of June, 1988

6-1-88

EXHIBIT D
MINUTES OF 6/21/88

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

- 1) Work on the Murphy Road-Lava Butte Section of The Dalles-California Highway in Deschutes County. Bids received April 28, 1988. Contract No. 10,462 awarded on May 9, 1988, to R. L. Coats, Bend, at \$3,894,795.
- 2) Work on the Alsea River (Waldport) Bridge Section of the Oregon Coast Highway in Lincoln County. Bids received May 12, 1988. Contract No. 10,548 awarded on May 23, 1988, to General Construction Company, A Division of Wright Schuchart, Inc., Seattle, WA, at \$42,393,656 (Alternate B).
- 3) Work on the Dixie Summit-Austin Junction Section of the John Day Highway in Grant County. Bids received April 28, 1988. Contract No. 10,575 awarded on May 13, 1988, to Seubert Excavators, Inc., Cottonwood, ID, at \$3,072,185.82.
- 4) Maintenance painting on the Columbia River (Astoria) Bridge Section of the Oregon Coast Highway in Clatsop County. Bids received April 28, 1988. Contract No. 10,580 awarded on May 9, 1988, to Abhe & Svoboda, Inc., Prior Lake, MN, at \$1,741,800.
- 5) Work on the Cornelius Pass Road Interchange Section of the Sunset Highway in Washington County. Bids received April 28, 1988. Contract No. 10,581 awarded on May 10, 1988, to Ross Bros. Construction, Inc., Salem, at \$3,832,895.40 (Alternate B).
- 6) Work on the Scappoose Fire Signal Section of the Lower Columbia River Highway in Columbia County. Bids received April 28, 1988. Contract No. 10,582 awarded on May 16, 1988, to Hamilton Electric, Inc., Eugene, at \$25,299.

EXHIBIT D

MINUTES OF 6/21/88

- 7) Storm sewer on the "A" Street-"E" Street (Madras) Section of The Dalles-California Highway in Jefferson County. Bids received April 28, 1988. Contract No. 10,583 awarded on May 10, 1988, to Jack Robinson & Sons, Inc., Bend, at \$195,663.60.
- 8) Work on the Williamson River-Modoc Point Section of The Dalles-California Highway in Klamath County. Bids received April 28, 1988. Contract No. 10,584 awarded on May 9, 1988, to Ross Bros. Construction, Inc., Salem, at \$6,803,416.53 (Alternate B).
- 9) Work on the Highlands (Portland Zoo) Interchange Section of the Sunset Highway in Multnomah County. Bids received April 28, 1988. Contract No. 10,585 awarded on May 9, 1988, to Mocon Corporation, Salem, at \$832,907.70.
- 10) Work on the Farmington Highway at SW 160th Avenue in Washington County. Bids received April 28, 1988. Contract No. 10,588 awarded on May 12, 1988, to Roy L. Houck Construction Company, Salem, at \$235,307.
- 11) Work on the SW Rosedale Road-Hillsboro City Limits Section of FAS A673 (SW River Road) in Washington County. Bids received April 28, 1988. Contract No. 10,589 awarded on May 25, 1988, to Dirt & Aggregate Interchange, Inc., Troutdale, at \$1,338,809.50.
- 12) Work on the Pine Creek Road-U.P.R.R. Crossing (Unit 1) Section of Pocahontas County Road in Baker County. Bids received May 12, 1988. Contract No. 10,593 awarded on May 23, 1988, to Blue Mountain Paving Co., Yakima, WA, at \$542,513.05.
- 13) Work on the Sunnyside Road Interchange Section of the East Portland Freeway in Clackamas County. Bids received May 12, 1988. Contract No. 10,595 awarded on May 23, 1988, to Oregon Asphaltic Paving Co., Portland, at \$573,817.75.


Donald E. Forbes, State Highway Engineer

Dated this 6 day of June, 1988

EXHIBIT E

COM 4

MINUTES OF 6/21/88

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

KLAMATH FALLS-MALIN HIGHWAY AT LOWER KLAMATH HIGHWAY SECTION, KLAMATH FALLS-MALIN HIGHWAY - KLAMATH COUNTY

R-55946 - Forrest M. Breithaupt et al. 490 square feet for permanent easement for irrigation and drainage facilities. Offer \$200.00.

R-55950 - Archie Dallas Cummings et al. Parcel 1: 15,635 square feet for right of way purposes. Parcel 2: 180 square feet for permanent easement for irrigation facilities. Offer \$4,900.00.

KUEBLER BLVD. INTERCHANGE UNIT, S. COMMERCIAL ST.-N. SANTIAM HWY. SECTION, PACIFIC HIGHWAY - MARION COUNTY

R-56961 - Ruby F. Meier et al. Parcel 1: 13.6 acres; Parcel 2: 4.51 acres; Parcel 3: 3.95 acres; Parcel 4: 2,900 square feet; all for right of way purposes. Parcel 5: 3,300 square feet for permanent easement for drainage facilities. Offer \$122,900.00.

LESTER AVENUE INTERCHANGE SECTION, EAST PORTLAND FREEWAY - CLACKAMAS COUNTY

R-45927 - Denver M. Bennight et al. 33,700 square feet for right of way purposes. Offer \$110,200.00.

MALHEUR RIVER (VALE) BRIDGE SECTION, CENTRAL OREGON HIGHWAY - MALHEUR COUNTY

R-56723 - Ross E. Butler, Jr. et al. 1.25 acres for right of way purposes. Offer \$11,750.00.

WINDSOR ISLAND ROAD-N. RIVER ROAD SECTION, OLSON STREET - MARION COUNTY

R-57182 - F. P. Stager et ux. 668 square feet for permanent easement for slopes. Offer \$100.00.

R-57183 - Larry Epping Bldg. Co. 1,726 square feet for permanent easement for slopes. Offer \$10,000.00.

R-57184 - Michael A. Foland et ux. Access Only. Offer \$3,500.00.

Dated this 1st day of May, 1988.



STEVEN GREEN, Right of Way Manager

EXHIBIT E
MINUTES OF 6/21/88

COM 4

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

KUEBLER BLVD. INTCHGE. UNIT, S. COMMERCIAL ST.-N. SANTIAM HWY.
SECTION, PACIFIC HIGHWAY - MARION COUNTY

R-56950 - Stella R. Harmon et al. Parcel 1: 4.0 acres for right of way purposes. Parcel 2: 4,500 square feet for temporary easement for work area. Offer \$17,500.00.

R-56962 - Roland C. Schott et al. Parcel 1: 58,500 square feet for right of way purposes. Parcel 2: 4,460 square feet for right of way purposes. Offer \$27,450.00.

R-56963 - Berglund Properties. 76,800 square feet for right of way purposes. Offer \$8,150.00.

MYSTIC CREEK-MUNS CREEK SECTION, COOS BAY-ROSEBURG HIGHWAY - DOUGLAS COUNTY

R-56065 - Guyron R. Crooks. 0.73 acre for right of way purposes. Offer \$1,375.00.

R-56076 - Arthur Papst et al. 2.7 acres for right of way purposes. Offer \$12,150.00.

SILETZ HIGHWAY BRIDGES (NO. 1491A) SECTION, SILETZ HIGHWAY - LINCOLN COUNTY

R-56852 - Sheila K. Long et al. 0.07 acre for right of way purposes. Offer \$3,350.00.

WINDSOR ISLAND ROAD-N. RIVER ROAD SECTION, OLSON STREET - MARION COUNTY

R-57181 - Dorothy L. Rosemeyer et al. 0.13 acre for right of way purposes. Offer \$400.00.

Dated this 12th day of May, 1988.


STEVEN GREEN, Right of Way Manager

MINUTES OF —6/21/88

DATE: JUNE, 1988

TO: OREGON TRANSPORTATION COMMISSION

SUBJECT: REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY

Under delegated authority to the Highway Engineer (Delegation Order No. 23) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Administrative Order No. 33), the following actions were taken:

SALE OF EXCESS PARCELS: (23-43) (Administrative Order No. 33)

CLACKAMAS COUNTY:

N. TIGARD-S. TIGARD SECTION - PACIFIC HIGHWAY:

- 1) Files 33822 & 50139 - cont. 9,700 s.f., m/l.; \$53,000; App. 5/09/88.

JOSEPHINE COUNTY:

GRANTS PASS-NEW HOPE ROAD SECTION - WILLIAMS HIGHWAY:

- 2) File 40541 - containing 0.8 acre, m/l.; \$19,000; Approved 5/04/88.

JUMPOFF JOE CREEK SECTION - PACIFIC HIGHWAY:

- 3) File 24502 - containing 13.94 acres, m/l.; \$15,400; Approved 5/17/88.

LANE COUNTY:

OAKHILL-EUGENE-SPRINGFIELD SECTION - FLORENCE-EUGENE HIGHWAY:

- 4) File 44207 - containing 6,771 s.f., m/l.; \$4,000; Approved 5/17/88.

MARION COUNTY:

CHEMAWA ROAD-HICKORY SECTION - SALEM PARKWAY HIGHWAY:

- 5) File 47197-B - containing 21,780 s.f., m/l.; \$500; Approved 5/17/88.

MULTNOMAH COUNTY:

HARBOR DRIVE-BARBUR BLVD. SECTION - PACIFIC HIGHWAY:

- 6) File 22063 - containing 572 s.f., m/l.; \$4,000; Approved 5/18/88.

JUSTICE CENTER SECTION:

- 7) File 46993 - 9,044 s.f., m/l.; \$815,000; Approved 5/16/88.

EXHIBIT E
MINUTES OF 6/21/88

Report of Actions Taken Under Delegated Authority
June, 1988
Page Two

SALE OF EXCESS PARCELS: (Continued)

UMATILLA COUNTY:

PENDLETON SECTION - OLD OREGON TRAIL HIGHWAY:

- 8) File 13009 - containing 3.66 acres, m/l.; \$76,000; Approved 5/27/88.

PERSONAL SERVICE CONTRACT:

CURRY COUNTY:

BROOKINGS-WINCHUCK SECTION - OREGON COAST HIGHWAY:

- 9) File 43997 - Personal Service Contract between State of Oregon, ODOT, Hwy. Div. and Darrel Niemi - B & D Surveys, LTD; To provide survey information defining area not needed for right-of-way and preparing map and description for presentation to Curry County Planning Commission by the State requesting change from current zoning of "public use" to "commercial" zoning. Estimated cost not to exceed \$1,500; Approved 2/25/88.

R/W SERVICE AGREEMENTS: (23-45) (Administrative Order No. 33)

DOUGLAS COUNTY:

- 10) Agreement for R/W Services #340 with the City of Roseburg; supplemental to Construction-Finance Agreement #8569; to perform services related to the acquisition of right-of-way for Agency; Winchester Street (a city st.); Approved 4/28/88.

LANE COUNTY:

- 11) Agreement for R/W Services #341 with the City of Cottage Grove; C. & A. #9434; to perform relocation services related to the acquisition of park property for Agency; Coiner Park (City Park); Preliminary est. costs \$1,000; Approved 5/03/88.

WASHINGTON COUNTY:

- 12) Letter Agreement for R/W Services #339 with the City of Tigard; C. & A. #8964; to perform the appraisal of a parcel donated for right-of-way as part of the Greenburg Road @ Tiedeman project; Estimated cost \$800; Approved 5/12/88.

EXHIBIT E
MINUTES OF 6/21/88

Report of Actions Taken Under Delegated Authority
June, 1988
Page Three

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE
HIGHWAY DIVISION: (23-65) (Administrative Order No. 33)

BENTON COUNTY:

WREN HILL CURVES - CORVALLIS-NEWPORT HIGHWAY:

56702	Roberta Rickard Moser	\$ 200 App. 5/27/88
56714	Mary Ann Nendel	\$ 350 App. 5/09/88
56715	Villa R. Hackett	\$ 400 App. 5/09/88

CLACKAMAS COUNTY:

LESTER INTERCHANGE-92ND - E. PORTLAND FREEWAY:

56669	John E. Marti; Alice L. Marti; Darrell E. Marti	\$ 52,000 App. 5/10/88
56674	William E. & Verda E. Lynch	\$ 44,000 App. 5/23/88

COLUMBIA COUNTY:

SCAPPOOSE-WARREN - LOWER COLUMBIA RIVER HIGHWAY:

57401	Scappoose Rural Fire Protection District	\$ Donation App. 5/09/88
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SCL SCAPPOOSE-MCL - COLUMBIA RIVER (LOWER) HIGHWAY:

56183	Ellen M. White	\$ 15,150 App. 5/09/88
56186	Archdiocese of Portland in Oregon	\$ 4,325 App. 5/23/88
56187	Helena A. Hartley	\$ 4,525 App. 5/23/88
56499	William D. Messer; Gladys A. Messer	\$ 2,000 App. 5/16/88

DESCHUTES COUNTY:

REDMOND-BEND (SOUTH UNIT) - THE DALLES-CALIFORNIA HIGHWAY:

56867	Betty R. Aldous (formerly Betty R. Farstvedt)	\$ 425 App. 5/27/88
56869	Lloyd D. & Sharon A. Roberts	\$ 825 App. 5/17/88
57029	Keith & Virginia Ramsay	\$ 150 App. 5/10/88

EXHIBIT E
MINUTES OF 6/21/88

Report of Actions Taken Under Delegated Authority
June, 1988
Page Four

OPTIONS: (Continued)

DOUGLAS COUNTY:

CAMAS MT. WAYSIDE-MUNS CREEK (MYSTIC CREEK) - COOS BAY-ROSEBURG HIGHWAY:

56020	Hugh G. & DeWilla Lee Scheler	\$ 8,325 App. 5/23/88
56077	Charles W. & Edna Marie Glade	\$ 5,025 App. 5/09/88
56860	John A. & Debra A. McLean (C.P.); Hugh G. & DeWilla L. Scheler	\$ 11,750 App. 5/23/88

LANE COUNTY:

MCKENZIE HWY. @ M.P. 14.5 - MCKENZIE HIGHWAY:

56789	LaVane M. Bigelow	\$ 2,900 App. 5/09/88
57098	Virginia Marie Gamache	\$ 1,475 App. 5/12/88

VIDA M.P. 27.7 - MCKENZIE HIGHWAY:

56695	John E. & Berenice V. Johnson	\$ 3,850 App. 5/12/88
56698	Frances C. Trautwein	\$ 150 App. 5/18/88
56700	Clarissa M. Evonuk	\$ 150 App. 5/12/88

LINCOLN COUNTY:

COAST RANGE SUMMIT-BURNT WOODS - CORVALLIS-NEWPORT HIGHWAY:

56140	Loretta Phillips; George T. & Violet A. Lopp	\$ 200 App. 5/02/88
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SILETZ HIGHWAY BRIDGES - SILETZ HIGHWAY:

54217	William E. & Rita J. Peck	\$ 2,150 App. 5/12/88
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LINN COUNTY:

QUEEN AVENUE-CORVALLIS - ALBANY-JUNCTION CITY HIGHWAY:

55552	William A. & Jacqueline M. Orlando (Excess parcel on File 55551 with \$100 value exchanged for Conveyance of Access rights valued at \$100.)	\$Exchange App. 5/09/88
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TWOIT E
MINUTES OF 6/21/88

Report of Actions Taken Under Delegated Authority
June, 1988
Page Five

OPTIONS: (Continued)

MARION COUNTY:

KUEBLER-I-5 INTERCHANGE - PACIFIC HIGHWAY:

56954 Stephen D. Boles; Matthew W. Boles \$ 400 App. 5/04/88

SO. COMMERCIAL-NO. SANTIAM HIGHWAY - KUEBLER BLVD.:

57012 River Bend Sand & Gravel Company \$ 2,075 App. 5/04/88

WINDSOR ISLAND ROAD - N. RIVER ROAD - OLSON STREET:

57181 Dorothy L. Rosemeyer \$ 400 App. 5/09/88
Kendall F. Rosemeyer
Robert L. Rosemeyer

POLK COUNTY:

UGLOW STREET-LA CREOLE DRIVE - DALLAS-RICKREALL HIGHWAY:

56744 Charles D. & Lois L. Hart \$ 200 App. 5/10/88

UMATILLA COUNTY:

UMATILLA PORT OF ENTRY (LOCUST STREET) FOR I-82 PORT OF ENTRY:

55956 Inland Empire Bank \$ 30,000 App. 5/05/88

55958 David A. Lorence \$ 24,800 App. 5/16/88

NCL STANFIELD-STANFIELD INTERCHANGE - STANFIELD-UMATILLA HIGHWAY:

49123 Willard Otzenberger \$ 36,700 App. 5/18/88

52946 Nolan R. Ferguson; Betty Tenette Ferguson \$ 100 App. 5/25/88

56824 Dale Zumwalt; Mary Helen Zumwalt; \$ 400 App. 5/27/88
Helen M. Tester

56825 Karl D. & Carol C. Krause \$ 100 App. 5/09/88

56846 Lowell & Elaine Franks (Fee); \$ 2,025 App. 5/27/88
Rodney D. Cox; Marilyn K. Cox (C.P.)

EXHIBIT E
MINUTES OF 6/21/88

Report of Actions Taken Under Delegated Authority
June, 1988
Page Six

OPTIONS: (Continued)

WASCO COUNTY:

IDAHO STREET-CARROLL ROAD (MOSIER) - STATE STREET (COUNTY ROAD):

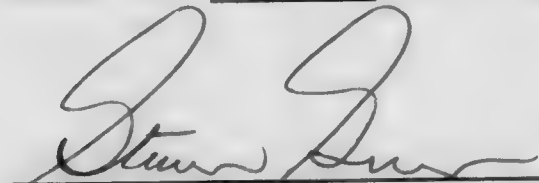
54998	Theodore A. Ulkus; Ruth M. Ulkus	\$ 1,300 App. 5/16/88
56837	Willis L. & Margie C. Gholston	\$ 1,500 App. 5/12/88

WASHINGTON COUNTY:

S.E. 21ST-BASELINE ROAD - TUALATIN VALLEY HIGHWAY:

56841	Sang K. & Hak Eum Kim, Lessee (Fixtures/Sign)	\$ 7,615 App. 5/17/88
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Dated this 2nd day of June, 1988



Steven D. Green, Right of Way Manager



EXHIBIT F
MINUTES OF 6/21/88

Department of Transportation
PARKS AND RECREATION DIVISION

525 TRADE STREET SE, SALEM, OREGON 97310

TO: Oregon Transportation Commission

FROM: David G. Talbot
State Parks Administrator

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized the State Parks Administrator, or his designate, in an official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith, the Parks Administrator or his designate has approved the following actions and report them for your official records.

On April 20, 1988, approved a Historic Preservation Fund Agreement with Department of Geography, University of Oregon, Lane County for Lower Long Tom Valley Archaeological Project in the amount of \$17,092.

On April 20, 1988, approved a Historic Preservation Fund Agreement with City of Coquille, Curry County for Coquille Survey and Inventory, in the amount of \$2,500.

On April 20, 1988, approved a Historic Preservation Fund Agreement with Cultural Heritage Foundation, Multnomah County for Columbia Rv. Archaeological Survey on State Lands, in the amount of \$13,167.

On April 20, 1988, approved a Historic Preservation Fund Agreement with City of The Dalles, Hood River County for Revitt's Addition Historic District Nomination, in the amount of \$2,400.

On April 22, 1988, approved a Historic Preservation Fund Agreement with Heritage Research Associates, Inc., Linn County for Cascadia Cave Archaeology National Register Nomination, in the amount of \$5,995.

On April 22, 1988, approved a Historic Preservation Fund Agreement with City of Klamath Falls, Klamath County for Multiple Property National Register Nomination, in the amount of \$1,500.

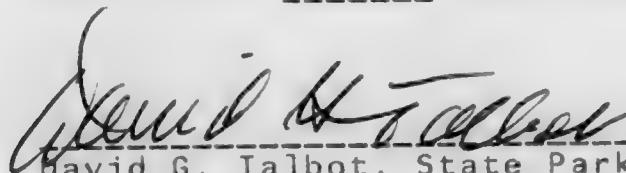
- 7943 -

On April 25, 1988, approved a Historic Preservation Fund Agreement with City of Lakeview, Lake County for Lakeview Survey and Inventory, in the amount of \$3,712.

On April 28, 1988, approved a Historic Preservation Fund Agreement with Benton County Historical Society and Museum, for Traveling Temporary Exhibit, in the amount of \$800.

On April 28, 1988, approved a Historic Preservation Fund Agreement with Clackamas County Historical Society, for Archaeological Site National Register Nomination, in the amount of \$1,500.

Dated this 4 day of May, 1988



David G. Talbot, State Parks Administrator

DGT/js

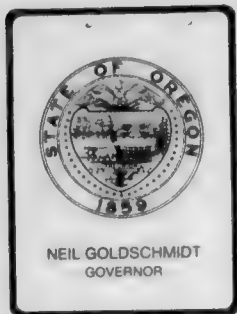


EXHIBIT F
MINUTES OF 6/21/88

Department of Transportation

PARKS AND RECREATION DIVISION

525 TRADE STREET SE, SALEM, OREGON 97310

TO: Oregon Transportation Commission

FROM: David G. Talbot
State Parks Administrator

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized the State Parks Administrator, or his designate, in an official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith, the Parks Administrator or his designate has approved the following actions and report them for your official records.

On April 20, 1988, approved Toni Nichols' request to build a garage and storage building within the Rogue River Scenic Waterway in Josephine County.

On May 3, 1988, approved Stan and Marlene Harris' request to construct a single family dwelling within the Rogue River Scenic Waterway in Josephine County.

On May 4, 1988, approved a Historic Preservation Fund Agreement with the City of Medford for a Medford Downtown Commercial Survey and Inventory, in the amount of \$10,000.

On May 10, 1988, renewed a Land Use Permit with Scott McKenzie for grazing purposes at Cape Blanco State Park, Curry County.

On May 10, 1988, approved Willard Lucas' request to construct a two-unit cabin to be used as a motel rental within the Rogue River Scenic Waterway in Curry County.

On May 10, 1988, approved a Historic Preservation Fund with the City of Salem, for a Salem Certified Local Government project, in the amount of \$5,350.

On May 19, 1988, approved a Historic Preservation Fund Agreement with the City of Lake Oswego for a Lake Oswego Survey and Inventory, in the amount of \$12,960.

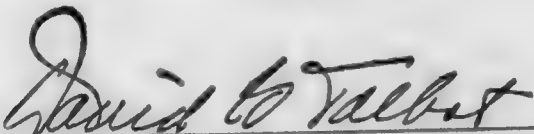
On May 19, 1988, approved a Historic Preservation Fund Agreement with the City of Harrisburg for a Harrisburg Inventory, in the amount of \$2,065.

On May 23, 1988, approved a Historic Preservation Fund Agreement with the City of Ashland for an Ashland Inventory, in the amount of \$8,000.

On May 25, 1988, approved John F. Reynolds' request to harvest timber within the Clackamas River Scenic Waterway in Clackamas County.

On May 31, 1988, approved a Historic Preservation Fund Agreement with the City of Astoria for Survey and Inventory of Adair's Addition, in the amount of \$5,000.

Dated this 3rd day of June, 1988



David G. Talbot, State Parks Administrator

DGT/js

REPORT OF CASES FILED BY AND AGAINST THE DEPARTMENT OF TRANSPORTATION

L-9238 - Elting, Inc. v. Department of Transportation. This is a complaint for breach of contract which has been filed in Clackamas County Circuit Court. Elting was the contractor on Highway Division Contract No. 9717 which was awarded in October of 1983. The contract called for grading and earthwork on the Park Place to Newell Creek section of Cascade Highway. Elting alleges that the State breached the contract by providing inadequate plans and specifications for the work and in failing to pay for changes to the work described in the contract. This litigation results from the fact that Elting encountered "excessively wet" soil when excavation was attempted. Plaintiff seeks \$974,700 in damages. Assistant Attorney General Bill Cloran has been assigned to handle this case.

L-9236 - Blayze Starre v. State of Oregon, Donna Carlile, Patrick Early, Donald Standley, Sandra Standley, Kenneth Wise and Erb Wise. This is a complaint for personal injury and property damage which has been filed in Douglas County Circuit Court. The plaintiff alleges that, on or about January 3, 1987, he was operating a car on Highway 99 in Roseburg when his car fell into a hole. The complaint alleges that the hole resulted from the failure of the landowners abutting the highway (the other named defendants) to cover a ditch on the shoulder of the road. The complaint alleges that the Highway Division was negligent in failing to supervise the work of the abutting landowners, in allowing unsystematic development by the abutting landowners to occur, in failing to place barriers to warn motorists, and in failing to light the area. Plaintiff seeks \$7,500 in general damages \$10,975 in lost income, and \$1,500 in property damage. Assistant Attorney General Tom Elden has been assigned to handle this case.

L-9237 - Margaret A. Chase v. State of Oregon, Volvo White Truck, Corp., Lane County, and others. This is a complaint for personal injury which has been filed in Lane County Circuit Court. Plaintiff's complaint stems from a motor vehicle accident which occurred on Highway 69 (Beltline) near Eugene on February 1, 1988. The complaint alleges that plaintiff parked her vehicle on the shoulder of the road and was standing next to it when two other vehicles collided and then struck her car. Plaintiff's injuries allegedly occurred when she was pinned between her car and the guardrail. The complaint alleges that the State was negligent in failing to sand the road surface and in failing to place signs warning motorists of the icy road conditions. The plaintiff seeks \$2,420 in lost wages, \$4,000 in property damage and \$338 in other costs. Assistant Attorney General Tom Elden has been assigned to handle this case.

L-9232 - Delbert & Alice Elliott v. Department of Transportation and Mocon Corp. This is a complaint alleging nuisance damages which has been filed in Clackamas County Circuit Court. The plaintiffs own a home on Caulfield Road in Oregon City. The complaint alleges that Mocon Corporation, in performing construction work on the "Oregon City bypass project", created a hazardous condition for plaintiffs in April of 1986 when Mocon was blasting the area. The complaint alleges that the interior walls, fireplace, foundation, sidewalks, patio and driveway of the plaintiffs' home was cracked as a result of the blasting operation. The complaint also alleges that the plaintiffs suffered non-economic damages in the form of "great annoyance and discomfort". Damages sought: \$125,000 plus "Non-economic damages in a sum to be determined at trial". Assistant Attorney General Jim VanDyke has been assigned to handle this case.

L-9240 - Barbara Scardi v. State of Oregon, Emil Wolfstrum and Donald Bonebrake. This is a complaint for personal injuries which has been filed in Douglas County Circuit Court. The complaint stems from a motor vehicle accident which occurred on Highway 99 on February 1, 1987. The complaint alleges that Wolfstrum, a Highway Division employee, backed out of a driveway onto Highway 99 which caused plaintiff to brake to avoid a collision. Defendant Bonebrake's car, which had been traveling behind the plaintiff's car, then collided with plaintiff's car. The complaint seeks damages in a sum to be determined at trial from the State as the employer of Wolfstrum. Assistant Attorney General Mary Mertens has been assigned to handle this case.

L-9233 - Jessica and Nickelle Dee (by and through Elaine McDonald) v. State of Oregon, City of Gearhart, and Eric and Richard Pomeroy. This is a complaint for personal injuries which has been filed in Clatsop County Circuit Court. This case was previously reported to you and is mentioned again only to advise that the original complaint has been amended. Briefly, Jessica and Nickelle Dee were passengers in a vehicle operated by Eric Pomeroy which was involved in an accident in Gearhart on September 6, 1986. Richard Pomeroy is a named defendant because he owned the vehicle operated by Eric Pomeroy and because he is Eric Pomeroy's father (Eric was a minor at the time of the accident). The City of Gearhart and the State of Oregon are named as defendants because it is alleged that the scene of the accident was negligently designed and maintained. Plaintiff seeks \$902,216.33 in identified damages. Assistant Attorney General Rodney Norton has been assigned to handle this case.

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MINUTES OF 6/21/88

REPORT OF CASES FILED BY AND AGAINST THE DEPARTMENT OF TRANSPORTATION

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G
MINUTES OF 6/21/88

REPORT OF CONDEMNATION CASES SETTLED

Defendant	State's Offer	State's Highest Appraisal	Amount of Settlement
Benjamin A. Bello L-8935 R-54493 Section: 12th St. S.E.-24th St. S.E. Highway: Mission Street County: Marion	\$ 15,300	\$ 15,722	\$ 19,050
Benjamin A. Bello L-8938 R-54805 Section: 12th St. S.E.-24th St. S.E. Highway: Mission Street County: Marion	\$ 4,600	\$ 4,590	\$ 5,100
Benjamin A. Bello L-8937 R-54495 Section: 12th St. S.E.-24th St. S.E. Highway: Mission Street County: Marion	\$ 6,750	\$ 5,450	\$ 7,250

REPORT OF TRIAL OF OTHER CASES - State Plaintiff

Defendant	Cause of Action	Demands of Plaintiff	Verdict or Judgment
Darrell L. Lamb L-8919 CAO-85-486 Attorney Fees: \$335.00 County: Clackamas Highway: Pacific Hwy. E. Rt. 99E MP 11.20	Property Damage	\$1,694.60	\$1,694.60
Lawrence E. Gerads L-8972 CAO-85-239 Attorney Fees: \$220.00 County: Clackamas Highway: 64 MP 8.2	Property Damage	\$ 954.31	\$ 954.31
Vernie R. Foster L-8888 CAO-85-463 Attorney Fees: \$480.00 County: Multnomah Highway: 19 99E MP 4.41	Property Damage	\$1,569.02	\$1,569.02

J. Peterkort &
Company, et al. \$1,608,100 \$2,551,000 \$1,858,100
L-8506
L-8511
L-8512
R-52876
R-52902
R-52875
Section: Beaverton/Tigard Highway Interchange
Highway: Sunset
County: Washington

Robert L. Hawser \$ 16,900 \$ 16,878 \$ 20,300
L-8915
R-54110
Section: S.E. 182nd Ave. - Birdsdale Ave. (Gresham)
Highway: Mt. Hood
County: Multnomah

John D. Goss \$ 200 \$ 200 \$ 12,000
L-9068
R-56426
Section: E. Burnside St. - S.E. Powell Blvd.
Highway: S.E. 235th Ave.
County: Multnomah

Dale G. Lewis \$ 200 \$ 200 \$ 1,500
L-9069
R-56427
Section: E. Burnside St. - S.E. Powell Blvd.
Highway: S.E. 235th Ave.
County: Multnomah

Ralph E. Larson \$ 38,450 \$ 38,450 \$ 47,000
L-9079
R-55688
Section: John Day River Bridge
Highway: (Lower) Columbia River
County: Clatsop

Paula Claperbos \$ 100 \$ 100 \$ 100
L-9084
R-55698
Section: John Day River Bridge
Highway: (Lower) Columbia River
County: Clatsop

REPORT OF SETTLEMENT OR DISPOSITION OF CASES OTHER THAN CONDEMNATION

<u>Plaintiff</u>	<u>Defendant</u>	<u>Cause of Action</u>	<u>Demand of Plaintiff</u>
State L-8892 CAO-85-267 County: Lane	Staffordshire, Inc.	Property Damage	\$20,423.33

Remarks: Striping and overlay - Hwy. Div. Inv. 141460
Settlement of \$13,500.00

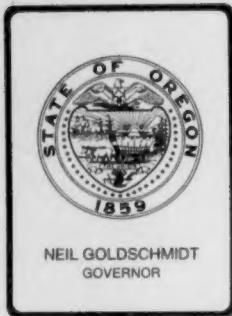


EXHIBIT H
MINUTES OF 6/21/88

Department of Transportation
HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 6, 1988

In Reply Refer to
File No.:

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report
Action Taken Under Delegated Authority

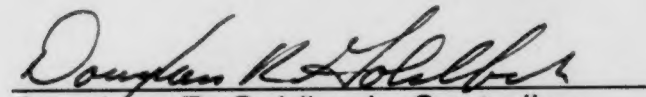
Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On May 6, 1988, \$5,663,287.68 was distributed to the counties as their share of motor vehicle revenues for the month of April, 1988.

On May 6, 1988, \$3,511,486.74 was distributed to the cities for the month of April, 1988.

(Lists of apportionments on file in Commission Files, Salem.)

Dated this 6th day of April, 1988.


Douglass R. Goldbach, Controller
Highway Division

Attachments

cc: Bob Bothman
John Elliott

- 7950 -

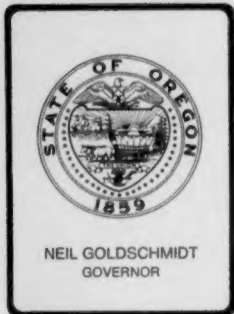


EXHIBIT H
MINUTES OF 6/21/88

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 8, 1988

In Reply Refer to
File No.:

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report
Action Taken Under Delegated Authority

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On June 8, 1988, \$5,431,299.60 was distributed to the counties as their share of motor vehicle revenues for the month of May, 1988 .

On June 8, 1988, \$3,383,639.65 was distributed to the cities for the month of May, 1988.

(Lists of apportionments on file in Commission Files, Salem.)

Dated this 8th day of June, 1988.

Douglass R. Goldbach, Controller
Highway Division

Attachments

cc: Bob Bothman - 7951 -
John Elliott



STATE OF OREGON MICROFILMED PUBLIC RECORD

(IN ACCORDANCE WITH THE PROVISIONS OF ORS 192.040 THROUGH 192.070)

NAME OF AGENCY	OREGON DEPARTMENT OF TRANSPORTATION
TITLE OF RECORD SERIES	<i>Transportation Commission Meeting Minutes</i>
ARRANGEMENT OF RECORDS	<i>Chronological by Date</i>
INDEX	<i>Agency Records Series: 731-PA 100</i>

INDEXING BEGINS WITH: *July 1, 1987* ENDS WITH *June 30, 1988*
FLASH CARDS:

REMARKS: _____

CAMERA MAKE AND MODEL	FILM TYPE	REDUCTION RATIO	REEL NUMBER	PROJECT NUMBER
<i>Bell & Howell File Master</i>	<i>AAV 16mm</i>	<i>21 X</i>	<i>21</i>	

CAMERA OPERATOR'S CERTIFICATION

I CERTIFY THAT I HAVE ON THIS *3rd* DAY OF *October* 19*87* PHOTOGRAPHED THE DOCUMENTS APPEARING ON THIS ROLL OF FILM, THAT THEY ARE TRUE COPIES OF DOCUMENTS FOUND IN THE RECORD FILE DESCRIBED ABOVE, AND THAT THE INTEGRITY OF THE ABOVE DESCRIBED RECORD FILE HAS BEEN MAINTAINED ON THE FILM BY MICROFILMING EACH DOCUMENT IN THE EXACT ORDER IN WHICH IT WAS FOUND IN THE FILE WITH THE EXCEPTION, IF ANY OF DOCUMENTS OMITTED BECAUSE OF TECHNICAL DIFFICULTIES AND / OR BY ERROR, AS INDICATED ON THE FILM IN THE CROSS REFERENCE NOTES OR RETAKE CERTIFICATE.

I FURTHER CERTIFY THAT THE MICROFILM ON WHICH THESE DOCUMENTS ARE RECORDED WAS PROCURED AS PERMANENT FILM OF THE SLOW BURNING CELLULOSE ESTER OR POLYESTER TYPE KNOWN AS SAFETY PHOTOGRAPHIC FILM. THAT THIS FILM CONFORMS TO THE APPLICABLE STANDARDS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE; AND THAT THE PROCESSING CONFORMS TO THE STANDARDS FOR PERMANENT FILM; AND THAT SAMPLES OF FILM PROCESSED BY THIS SERVICE ARE PERIODICALLY TESTED TO ASSURE CONFORMANCE WITH THESE STANDARDS.

Joan Cobeley
SIGNATURE OF CAMERA OPERATOR